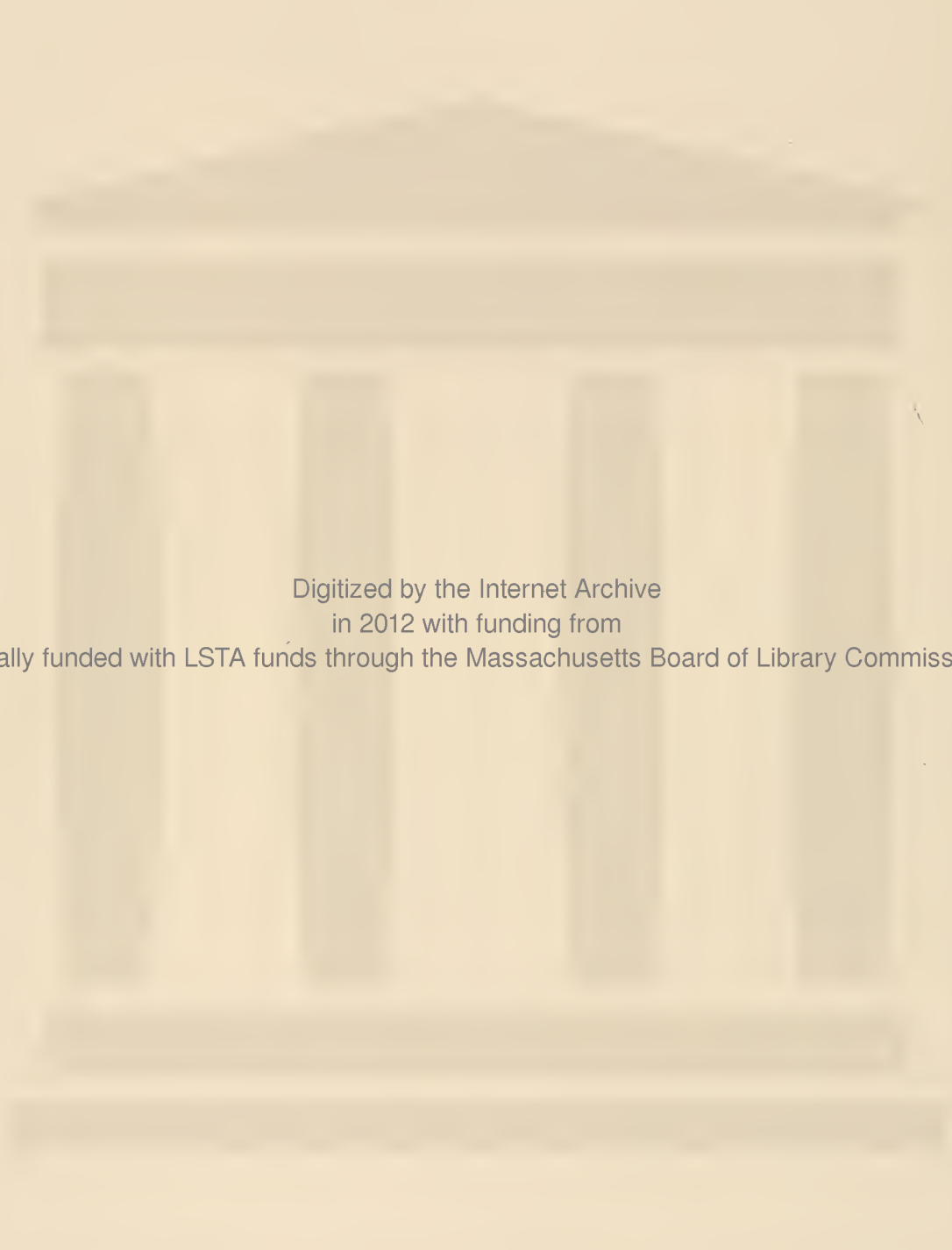


Manuscripts 1907-1871
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HASTINGS KEITH, M.C.
12TH DISTRICT, MASSACHUSETTS

WASHINGTON TELEPHONE:
AREA CODE 202: 225-3111

DISTRICT OFFICE:
243 POST OFFICE BUILDING
NEW BEDFORD, MASSACHUSETTS 02740
993-7393

Congress of the United States
House of Representatives
Washington, D.C. 20515

COMMITTEE ON
INTERSTATE AND FOREIGN
COMMERCE

COMMITTEE ON
MERCHANT MARINE AND
FISHERIES

MARITIME

2/11/71

January 27, 1971

Mr. Andrew E. Gibson
Maritime Administrator
Department of Commerce
Washington D.C.

Dear Andy,

In accordance with your suggestion, I attempted to contact Admiral Grawler but unfortunately we were unable to cross paths. Fortuitously though, I had occasion to meet and talk with Admiral Zumwalt. He was very knowledgeable and most interesting and I enjoyed our conversation immensely.

Admiral Zumwalt related to me that everyone in his shop felt that there was everything to be gained by having more ships like the Sea Barge in our national inventory -- whether in the Merchant Marine or the Navy. Thus, it would appear to me to be an excellent type of vessel to include in a subsidy program.

The problem seems to be one of time-frame. The Military Sealift Command has been considering this project for such a long time that even if they were to move ahead now, they would most likely be unable to comply with the time schedule that you indicated to me was feasible.

In my conversation with my constituents, I got the distinct impression that they would be able to answer a RFP (Request for Proposal) which was given to them by February 15 in one month's time (March 15, 1971). Further, they would be prepared to actually enter into a contract by April 15, 1971.

The legal problems that might lie over the horizon would be far easier to resolve if something of this nature could be worked out. I would hope that you could make a proposal which would serve both the military and the Maritime Administration's objectives.

*

*

*

Finally, I want you to know that I share the sentiments expressed by some of my friends in the Department of Defense who feel that it is imperative that we reverse the decline of our Naval and Maritime capabilities -- specifically in the face of an increasing Soviet build-up in these two areas. We must be prepared for any conventional Naval confrontation that these turbulent days might bring as well as plan for an accelerated effort in our Merchant Marine activities, something we have sadly neglected for some time now. I believe that the addition of more seabee barge type ships would be a step in the right direction.

We have an opportunity here to help overcome the problems that have developed as a result of accelerating Soviet initiatives on the sea. I sincerely hope that we take advantage of this situation and make an immediate initiative in the interest of the nation's maritime and Naval posture.

Sincerely,

HASTINGS KEITH
Member of Congress

HK:rst



BUREAU OF
WATERCRAFT REGISTRATION AND SAFETY
STATE OFFICE BUILDING
AUGUSTA, MAINE 04330

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OCT 3 1970

ET

September 30, 1970

Representative Hastings Keith
House of Representatives
U. S. Congress
Washington, D. C.

Dear Representative Keith:

You will perhaps recall that during the hearings of the Sub-Committee on Coast Guard, Coast & Geodetic Survey & Navigation held at Boston on June 11, 1970 on Recreational Boating Safety, I had the pleasure of testifying before your Sub-Committee. At the close of my presentation there, you inquired of me about a boating accident which occurred some years ago on Moosehead Lake in Maine in which some 13 lives were lost. At the time I had to profess ignorance of this accident to you.

Your query prompted me to check into this matter and the other day I had occasion to be in Greenville, Maine and made some inquiries about this accident. I finally located a person who said he was at the scene shortly after it was reported, and this was his story -----.

"Early in May 1928, the day the ice went out of the lake, a group of 12 men from Worcester and Braintree, Massachusetts arrived at Greenville, Maine to go fishing up at the Tomhegan Camps north of Rockwood, Maine. A boathouse which provided boat transportation for sports to the upper end of the lake made available a 28' motorboat which had just been put into the water. The party of 12 plus an operator left Greenville in early afternoon, dodging ice and encountering heavy winds enroute. According to the lone survivor (thought to be a former police chief in Worcester, Mass.,) the boat was leaking, and when they got off Sandbar Island the party noticed a lot of water coming in around the stuffing box

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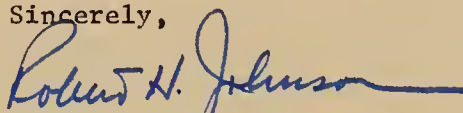
of the propeller shaft. Apparently as the boat took in water its stability decreased, and together with ice, waves, high winds and occupants moving about---the craft capsized throwing occupants into icy waters. Only one person was saved, 12 were drowned. It happened about 3:30 that afternoon."

Thats the story I got from this person who stated he went over to the area of the accident from the Kineo House and assisted in recovering the bodies.

So --- perhaps this will shed some light on your question and the next time you ask me about it I won't feel quite so ignorant.

It was pleasant indeed to appear before you and your committee and was delighted to learn that you had reported out the boating safety bill and hope for its early passage.

Sincerely,

A handwritten signature in blue ink, reading "Robert H. Johnson", with a long horizontal flourish extending to the right.

Robert H. Johnson
DIRECTOR

RHJ/ds



DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

DS/et

MAILING ADDRESS:
U.S. COAST GUARD (CC/94)
400 SEVENTH STREET SW.
WASHINGTON, D.C. 20590
PHONE: (202) 426-4280

• 5730
5910/1
10 JUL 1972

Honorable Hastings Keith
House of Representatives
Washington, D. C. 20515

Dear Mr. Keith:

On 28 May 1972 you forwarded for Coast Guard consideration a letter dated 23 May 1972 from Mr. John Haley concerning the effect of proposed boat safety standards on certain traditional rowing boats. Your assumption that these standards will not apply to existing boats is correct. However, like Mr. Haley, we have given much thought to their possible affect on some boats which, because they are normally used only by skilled operators, have a good safety record.

A primary aim in the development of the initial standards has been to establish a safety performance baseline which can be applied as soon as practicable to the most boats. In so doing we hope not only to check the production of grossly inadequate boats but also to provide a means of evaluating the overall effectiveness of existing standards. We are convinced that such broad early application can be best achieved by making mandatory standards of proven feasibility, such as those now being followed voluntarily by a large segment of the industry.

We recognize that a single uniform safe loading standard may not be appropriate for all types of boats. A large number of these exceptions may be classified in easily defined categories, such as canoes and inflatable craft and given a general exemption, as noted in the proposed regulations. Other boats for which the standard may be inappropriate fall into numerous categories, each of which may include only a small number of boats that defy a concise general description. The "traditional small boats" of which Mr. Haley wrote appear to be among these latter categories which do not lend themselves to general exemptions.

Section 9 of the Federal Boat Safety Act of 1971 provides for the exemption from standards of any boat or item of equipment when boating safety will not be adversely affected.

1 0 JUL 1972

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Subj: Cong H. Keith ltr of 5-28-72 to DOT concerning J. Haley; effect of proposed standards on the nations traditional small boats; inquiry of

The Coast Guard intends to indicate in the final notice of rule making on these initial standards that we will consider applications for individual boat or class exemptions when such exemptions will have no adverse affect on boating safety.

Sincerely,

R. H. Wood
R. H. WOOD

Captain, U. S. Coast Guard
Chief, Congressional Affairs
By direction of the Commandant

HOUSE OF REPRESENTATIVES, U.S.
WASHINGTON, D. C.

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Rep 11.21
#8983

May 28 72 19.....

JUL 4 1972

The attached communication is submitted for your consideration, and to ask that the request made therein be complied with, if possible.

If you will advise me of your action in this matter and have the letter returned to me with your reply, I will appreciate it.

The standards don't apply to existing boats, right?

Very truly yours,

Hastings Keith

... HASTINGS KEITH
M.C.

... 12 MASS District.

SEA DISASTER PREVENTION ASSOCIATES, INC.

Yacht Brokers and Naval Architects

Foot of Second Street — Annapolis, Maryland 21403 — Telephone 301-267-8636

MB 3.5

Rec'd 5/25/72
5/23/72
ET

Dear Congressman Keith,

I cannot resist the temptation to
add a further note. The Federal
Register dated 4/22/72 Vol 37 #79
Part II PP 8046 ff. contains
proposed boat safety standards.

Could you ask the powers that be
whether these proposed standards
would make obsolete and illegal
some of our nations traditional
small boats? I mean for example
the Banks dorys, the New Jersey Sea-
bright skiff and all other surf boats,
and the Whitehall boat and all other

Sea Scouts #2
MONROE B. HALL & ASSOCIATES, INC.

Yacht Brokers and Naval Architects

Foot of Second Street — Annapolis, Maryland 21403 — Telephone 301-267-8636

traditional pulling boats. We performed
a test on a double ended dory
type and it flunked the test miser-
ably. The proposed legislation might
make some of our traditional boats
museum pieces. I also wonder about
the aggravation to fishermen and
other professionals faced with the
loss of their traditional craft. I
cannot, unfortunately, give you
facts and details that you might
use as ammunition. The best I
can do is sound a warning in
case no one has brought this to your
attention.

Yours truly
John Hall



Coast Guard Affairs

Maritime & Oceanography

CG

M1.3.1

July 24, 1972

Mr. John Haley
% Monroe Hall & Associates
Foot of Second Street
Annapolis, Md. 21403

Dear Mr. Haley:

Enclosed is a copy of the Coast Guard's reply to your question regarding proposed safety standards on traditional small boats.

As you can see, they have made provisions to exempt such classes of boats when boating safety is unaffected.

I hope this clears the matter up for you. If you have any further questions, I'll be glad to pursue them for you with the Coast Guard.

Sincerely,

HASTINGS KEITH
Member of Congress

HK:et

Handwritten notes:
10/10/1972
G. J. [unclear]
10/10/1972

July 24, 1972

Mr. John R. [unclear]
2000 [unclear] Hall & Associates
Post of Second Street
Annapolis, MD. 21403

Dear Mr. R. [unclear]

Enclosed is a copy of the Coast Guard's reply to your
question regarding proposed safety standards on recreational
small boats.

As you can see, Coast Guard's reply indicates no change with
class of boats when listing safety is indicated.

I hope this clears the matter up for you. If you have any
further questions, I'll be glad to pursue them for you
with the Coast Guard.

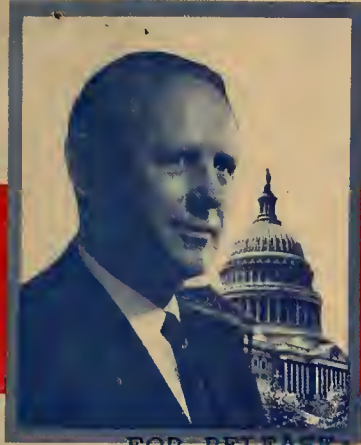
Sincerely,

WALTER R. [unclear]
Executive Director

WRT

Sea Area 17 #2

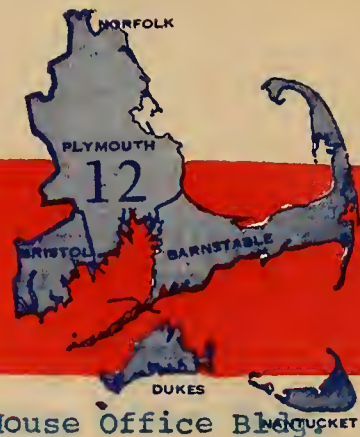
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NEWS

From
**CONGRESSMAN
HASTINGS KEITH**

12TH MASSACHUSETTS DISTRICT



FOR RELEASE:
THURS., APRIL 27, 1967

10 1111 Longworth House Office Bldg.
Area Code 202 225-3111

WASHINGTON, April 27 -- Congressman Hastings Keith (R.-Mass.) has been named a Congressional delegate to an international conference to be held next month in London to discuss the danger of oil pollution in the seas.

The May 4th meeting of IMCO (Intergovernmental Maritime Consultative Organization) was called at the request of the United States to discuss the danger posed by such maritime disasters as the Torrey Canyon, the oil tanker which flooded the beaches of England with tons of oil last month.

Keith was chosen to attend by the Chairman of the House Merchant Marine and Fisheries Committee, Edward A. Garmatz (D.-Md.) in recognition of Keith's leadership in seeking a solution to the threat of future oil tanker disasters. The Cape Cod Congressman was the first to submit legislation giving the President emergency powers to deal with and even destroy a stricken vessel, such as the Torrey Canyon, whose cargo threatened to pollute coastal beaches.

In a letter to Chairman Garmatz, Keith said: "The oil slick which affected nearly forty miles of beach on Cape Cod last week points out more clearly than ever the need to amend international agreements dealing with oil pollution. For this reason, I am very grateful for the opportunity to attend the IMCO conference as a member of the United States delegation."

Earlier this week, Keith received powerful support from six U.S. Senators in his efforts to get swift Congressional action on his Tanker Disaster Act. The six who introduced Keith's bill on the Senate floor included Senators Edward M. Kennedy of Massachusetts, Javits of New York, Ribicoff of Connecticut, Muskie of Maine, Pastore of Rhode Island, and Magnuson of Washington. (end)



NEWS

From
**CONGRESSMAN
HASTINGS KEITH**
12TH MASSACHUSETTS DISTRICT



10

1111 Longworth House Office
Bldg. Area Code 202, 225-3111

FOR IMMEDIATE RELEASE

Washington - May 6, 1967 -- Congressman Hastings Keith (R-Mass.) returned today from London where he attended a two-day international conference on oil pollution and visited the oil-blackened beaches of Cornwall. The emergency session of IMCO (Intergovernmental Maritime Consultative Organization) was called to discuss the sinking of the oil tanker Torrev Canyon off the British coast last month and to study methods of dealing with future oil pollution threats.

The Congressman travelled by helicopter and car over the more than 100 miles of English beaches which had been polluted by 60,000 tons of crude oil from the stricken Torrey Canyon. This area is similar to Cape Cod in Keith's Congressional district, which was also affected by oil slicks this April. Like Cape Cod, Cornwall is heavily dependent on the tourist trade and to some extent on fishing. Even the names of several towns, Truro, for example, are identical to towns on the Cape. Keith said that his purpose was to see how the pollution had been handled in an area similar to our own coastline and what lessons could be learned.

The beaches which Keith visited appeared to be nearly free of oil, although thousands of gallons of detergent could be seen washing against the shores in milky-white masses. The detergent, which is provided by the Esso and Gulf oil companies, is still being used at the rate of 60,000 gallons a day. In some areas United States Navy and Marine personnel have assisted British military forces who are conducting the clean-up.

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In the case of oil still on the water, the Congressman said that the British method was to spray the detergent over the oil from boats or helicopters, and then to let the incoming tide agitate the mixture. On the beaches, detergent is churned into the oil-soaked sand by bulldozers and agricultural equipment which has been mobilized for the purpose. Some local authorities were worried that the oil and detergent were killing the minute plant-life on which many fish depend for food. Fishing boats were continuing to operate, however, and fish prices and consumption do not seem to have been seriously affected. The rocky breeding grounds of many shellfish were the hardest hit, and it was feared that the seals which inhabit the waters off Lands End would suffer from contamination of their food.

"I believe that the British have done a truly heroic job of combatting this tragic pollution", Keith said. "But it is clear from the \$6 million which has already been spent in the clean-up, and the untold millions in losses to private citizens, that this can never be allowed to happen again."

The IMCO meeting, which was attended by 24 member nations, set up far-reaching inquiries into 15 fields of maritime law and practice which relate to oil transport on the seas. It is expected that recommendations on some of the issues will be ready for submission to the next general assembly of IMCO in October.

Measures considered by the conference came under three headings: methods of prevention, methods of combatting pollution in the water, and changes in international law to compensate people injured by pollution and to allow governments to act swiftly for self-protection. A special legal committee was set up by IMCO to study the legal issues, while the technical questions would be dealt with by existing committees.

Preventive measures urged by the United States, Great Britain and France included establishment of special sea lanes to control heavy ocean traffic and to prevent collisions near seacoasts as well as land-based radio guidance for tankers and other large vessels. A study will also be made of construction and design requirements for oil tankers in order to limit the risk of stranding and oil leakage.

To combat pollution of the coastlines, it was agreed to work out standard operating procedures to provide manpower, supplies and equipment at short notice. This would eliminate the delay experienced by the British when it was unknown until the last minute what action to take. Research would also be intensified to find ways of containing or dispersing oil without injury to fish resources and other sea life.

In proposing legal changes to give states new rights of self-protection, Keith pointed out that the conference adopted the same approach put forward in a bill he has introduced before the Congress. Coastal nations could assume jurisdiction over vessels outside their territorial waters in cases where an oil accident threatened to pollute beaches and fishing grounds or to damage the coastal economy. Other measures considered were making the owners of oil tankers and their cargoes liable for pollution damage, whether accidental or deliberate. Compulsory insurance for the purpose of paying off the claims of injured parties is also on the agenda for study.

Congressman Keith said that the conference had been successful in laying down new guidelines for international cooperations to deal with the oil pollution danger. He called for action by the United States to initiate efforts along the lines suggested by IMCO. He will present an official report and recommendations to the Congress in the near future.

※ ※ ※ ※ ※ ※ ※ ※



NEWS



From
**CONGRESSMAN
HASTINGS KEITH**

12TH MASSACHUSETTS DISTRICT

1111 Longworth House Office Bldg.
Area Code 202 225-3111

THE TANKER DISASTER ACT

WASHINGTON, April 4, -- Congressman Hastings Keith, whose Massachusetts District has one of the longest coastlines of any Congressional District in the nation, today introduced legislation to alleviate the hazards to maritime safety and marine resources caused by ship disasters such as the recent grounding of the tanker Torrey Canyon.

Congressman Keith's Tanker Disaster Act would give the President authority to take any necessary steps to alleviate the danger created by the escape of oil or other substances from vessels incapacitated by grounding or other marine disaster. The Commandant of the Coast Guard, who is responsible for maritime safety, and the Secretary of Interior, who is responsible for the preservation of marine resources, would have the power to determine that a marine disaster was threatening maritime safety or marine life and inform the President of that fact. The President would then be authorized to alleviate the danger by measures such as removal of cargo, scavenging or entrapping escaping oil, or even by destroying the vessel and its cargo. Keith's bill would prevent the situation which occurred in England with the Torrey Canyon, where no one knew who should act until the time for effective and appropriate action had passed.

The possibility of a supertanker going aground off the coast of the United States is perhaps a greater threat to Keith's District, which includes Cape Cod and the port of New Bedford, than to any other District in the country. Tourism and fishing are the District's principal industries and the release of substantial quantities of oil in coastal waters would be a disaster to the whole area.

Mr. Keith, a member of the Merchant Marine and Fisheries Committee, is a long time friend of the fishing industry and has been
(MORE)

M. 16.2

in the forefront in obtaining legislation in its behalf.

Keith has also long been interested in conservation. He joined with the late President Kennedy and Senator Saltonstall in sponsoring the legislation which established the Cape Cod National Seashore.

A final section of Keith's bill calls on the President to join with other countries to alleviate the dangers of hazardous or obnoxious substances being released in marine disasters. At present there is an International Convention dealing with the intentional release of oil from vessels cleaning their tanks and bilges on the high seas. There is no convention or agreement dealing with the accidental release of such substances.

(end)

1. The first part of the report is devoted to a general
description of the project and its objectives. It is
followed by a detailed description of the work done
during the period covered by the report. The work
has been carried out in accordance with the programme
of work approved by the Committee. The results of the
work are described in the following sections. The first
section describes the work done in the field of
theoretical physics. The second section describes the
work done in the field of experimental physics. The
third section describes the work done in the field of
mathematics. The fourth section describes the work
done in the field of biology. The fifth section
describes the work done in the field of chemistry.
The sixth section describes the work done in the
field of geology. The seventh section describes the
work done in the field of astronomy. The eighth
section describes the work done in the field of
meteorology. The ninth section describes the work
done in the field of oceanography. The tenth section
describes the work done in the field of earth
science. The eleventh section describes the work
done in the field of space science. The twelfth
section describes the work done in the field of
environmental science. The thirteenth section
describes the work done in the field of social
science. The fourteenth section describes the work
done in the field of humanities. The fifteenth
section describes the work done in the field of
arts. The sixteenth section describes the work
done in the field of sports. The seventeenth
section describes the work done in the field of
recreation. The eighteenth section describes the
work done in the field of health. The nineteenth
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education. The twentieth section describes the
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The twenty-ninth section describes the work done
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The thirty-sixth section describes the work done
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The fortieth section describes the work done in
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of agricultural engineering. The forty-sixth
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the work done in the field of universal engineering.
The sixty-ninth section describes the work done
in the field of omniversal engineering. The
seventieth section describes the work done in the
field of everything engineering. The seventy-first
section describes the work done in the field of
nothing engineering. The seventy-second section
describes the work done in the field of somewhere
engineering. The seventy-third section describes
the work done in the field of nowhere engineering.
The seventy-fourth section describes the work
done in the field of any engineering. The seventy-
fifth section describes the work done in the field
of every engineering. The seventy-sixth section
describes the work done in the field of all engineering.
The seventy-seventh section describes the work
done in the field of some engineering. The seventy-
eighth section describes the work done in the field
of many engineering. The seventy-ninth section
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engineering. The eightieth section describes the
work done in the field of more engineering. The
eighty-first section describes the work done in the
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many engineering.

Lea Disaster # 3



NEWS

From
**CONGRESSMAN
HASTINGS KEITH**
12TH MASSACHUSETTS DISTRICT



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FOR RELEASE: P.M., WEDNESDAY,
JUNE 7, 1967

1111 LONGWORTH OFFICE BLDG.
(202) 225-3111

WASHINGTON, JUNE 7, 1967 -- Congressman Hastings Keith (R.-Mass.), testifying before the Senate Public Works Committee today, displayed pictures of oil-stained Cape Cod beaches and told the Senate panel that immediate changes in the law are necessary to prevent the recurrence of serious oil pollution.

The Massachusetts Congressman appeared first in a list of witnesses that included the Attorney General of the United States, Ramsey Clark, and Secretary of the Interior Stewart Udall. The Senate Committee is investigating the problem of oil pollution in our coastal seas and inland waterways and is seeking ways to tighten Federal law.

Keith described for the Senators the large oil slicks which struck nearly 40 miles of Cape Cod coastline on April 17th and showed pictures of the damage done to waterfowl and resort beaches. Outlining the dangers faced by districts with long, exposed coastlines, he said that "defensive measures should not wait until the oil is already on the water." "By that time," Keith said, "the damage to marine life is done, and the use of chemical cleaning agents may even be worse."

Research done after Britain's oil tanker disaster in March showed that spilled oil killed about 30% of the tiny marine animals which are a vital part of the "food chain" for other fishes, but that detergents used to remove the oil killed 96%. Keith said that during his visit to English beaches in early May, he could see water mixed with thousands of gallons of the efficient but deadly detergent washing

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against the shores.

To prevent future oil spillage in coastal waters, Keith recommended that penalties be stiffened for vessel owners and captains who allow oil wastes to be released overboard, and that the government not be required to prove "gross negligence" before prosecuting. He also suggested that since the problem of oil pollution cuts across the jurisdiction of several Congressional committees, cooperation should be maintained for a coordinated attack on all aspects of pollution.

-end-



NEWS

From
**CONGRESSMAN
HASTINGS KEITH**
12TH MASSACHUSETTS DISTRICT



10

FOR IMMEDIATE RELEASE
OCTOBER 14, 1967

106 CANNON OFFICE BLDG.
(202) 225-3111

WASHINGTON, OCTOBER 14, 1967. International maritime rules governing the passage of today's giant oil supertankers are so inadequate that the best way to describe them would be "international maritime anarchy," Congressman Hastings Keith (R.-Mass.) said in Washington today.

Keith, member of a Congressional delegation which visited the scene of the Torrey Canyon oil disaster in England this summer, made the comment in connection with the forthcoming Marine Pollution Conference to be held by the New England Council in Portland, Maine, on October 18th. The Conference, called to discuss the growing menace of marine oil pollution, will be attended by Governor Kenneth B. Curtis of Maine, Commissioner Robert Yasi of the Massachusetts Natural Resources Department, and representatives of the Federal government, the oil industry, and the fishing industry.

Keith's findings and recommendations regarding the Torrey Canyon disaster and the increasingly heavy tanker traffic along the New England coast will be discussed during the all-day program. Support of the Conference will also be asked for legislation introduced by the Cape Cod Congressman, giving the President immediate authority to deal with tanker disasters and related pollution threats to American coastlines. No such authority presently exists, nor does maritime law closely define local responsibility in such marine disasters as the one which hit the English coast.

-more-

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"New England, and, indeed, the entire coastline of North America has been very, very fortunate up to now," Keith said, "that we have not had a major Torrey Canyon disaster of our own. These gargantuan 150-200 thousand ton supertankers present an entirely new scale of pollution threat. Their size, draft, and reduced maneuverability demand an immediate up-dating of ocean traffic laws. They cannot be expected to conform to rules and regulations which were conceived in the early days of sailing ships."

-end-

Marion's Folder 2
Vigilant Incident 1870-1871

1-13

Mr. Carrington
CARRINGTON, Mr. George W.
MARITIME-General

January 18, 1971

Mr. George W. Carrington
Converse Point
Marion, Massachusetts
02738

Dear Mr. Carrington:

Thank you for your recent letter regarding my response to the transfer of Commander Eustis from the Vigilant following the attempted defection of a Soviet seaman onto that ship.

I agree with you that Commander Eustis should not be held responsible for errors made further up the chain of command and believe that, in this case, that is where the fault lies, as well as with the State Department. In order that you will understand the reasoning behind my response, I am enclosing a copy of Recommendation No. 3 from the report of the Coast Guard formal board of investigation into that incident with which I concur. I trust that it will make clear to you the rationale behind my statement.

Thanks again for writing and please continue to do so on matters of interest to you.

Sincerely,

HASTING KEITH
Member of Congress

HK:js
Enclosure

Mr. George W. Carrington
General

January 15, 1971

Mr. George W. Carrington
Convex Point
Marion, Massachusetts
02738

Dear Mr. Carrington:

Thank you for your recent letter regarding my response to the transcript of the hearing held by the Navy following the attempted hijacking of a Soviet merchant ship.

I agree with you that Command E. B. Smith should not be held responsible for errors made by the ship's command and believe that, in this case, that is where the fault lies, as well as with the State Department. In order that you will understand the reasoning behind my response, I am enclosing a copy of a memorandum dated 3 from the report of the Coast Guard Board of Investigation into that incident with which I concur. I trust that it will make clear to you the rationale behind my statement.

Thank you again for writing and please continue to let me know of interest to you.

Sincerely,

WALTER W. SMITH
Commander USCGC

HK:js
Enclosure

M2.1.2

GEORGE W. CARRINGTON
CONVERSE POINT
MARION, MASS. 02738

DEC. 27-1970

HON. HASTINGS KEITH

et

DEAR SIR:-

DEC 30 1970

ENCLOSED IS FROM THE
NEW BEDFORD STANDARD-TIMES OF DEC.
23-1970. YOU ARE QUOTED AS SAYING THE
FINDINGS IN THE DEFECTOR (SIMAS I. KUDIRKA)
CASE ARE "VERY APPROPRIATE" - FURTHER,
AS REGARDING THE TRANSFER OF COMDR.
EUSTIS FROM HIS SHIP, YOU ARE REPORTED
TO HAVE SAID "HE HAD AN IMPOSSIBLE
ASSIGNMENT BUT IT WOULD APPEAR THAT THE
TRANSFER IS JUSTIFIABLE."

POSSIBLY YOU HAVE MORE INFORMATION
IN CONNECTION WITH THIS VERY BADLY FUMBLED
CASE AND I WRITE TO ASK YOU WHAT MOTIVATED
YOU TO SPEAK AS ABOVE QUOTED.

IF COMDR. EUSTIS RESPONDED AS ORDERED BY
ADMIRAL ELLIS, JUST WHERE IS HE TO BLAME?
IF HE COMPLIED WITH AN IMPOSSIBLE ASSIGNMENT,
AGAIN I ASK WHY IS HE RESPONSIBLE FOR ERRORS
FARTHER UP THE CHAIN OF COMMAND?

I DO NOT KNOW COMMANDER EVSTIS, I SERVED
AT SEA AS AN OFFICER IN THE NAVY IN
WORLD WAR I AND I BELIEVE IN JUSTICE FOR
ALL CONCERNED IN A MATTER LIKE THIS. I HAVE
THE VERY STRONG FEELING JUSTICE IS NOT
BEING DONE SO I AM APPEALING TO YOU IN
THE HOPE YOU WILL TELL ME VERY FRANKLY
HOW YOU ARRIVED AT YOUR JUDGMENT.
CERTAINLY THE INFORMATION YOU HAVE IS NOT
CLASSIFIED SO I FEEL THE GENERAL PUBLIC
HAS A RIGHT TO KNOW AS MUCH ABOUT THIS
CASE AS YOU. ALSO PLEASE TELL ME, IF IN
COMMANDER EVSTIS'S POSITION, HOW WOULD
YOU HAVE HANDLED THE "IMPOSSIBLE ASSIGNMENT."

SINCERELY,

Cheryl Carrington

P.S. I HAVE NOT HEARD OF ANY BLAME
BEING PLACED ON THE STATE DEPARTMENT
IN CONNECTION WITH THE DEFENDOR'S CASE.
WHAT DO YOU SAY ABOUT THE WAY STATE
RESPONDED?

NEW BEDFORD 2-1-4
Fishing union agent tells
STANDARD-TIMES
of Kudirka defection try
DET. 23-1970

From AP and Staff Reports

WASHINGTON — An American union official gave fresh eyewitness detail today of the forcible return of a Lithuanian sailor from a Soviet fishing ship, including the report that three Russian officers were at first afraid to tackle defector Simas I. Kudirka.

When Cmdr. Ralph W. Eustis of the U.S. Coast Guard cutter Vigilant told the Russians to seize and return Kudirka to their ship, the Russian commander replied, "No, he's too powerful for us," said John Burt.

Burt, port agent for the New Bedford Fishermen's Union, gave the account in the Log of his parent labor organization, the AFL-CIO Seafarers International Union.

The seagoing meeting of Americans and Russians to discuss fishing problems Nov. 23 started with friendly handshakes and free interchange of American and Russian visitors between the vessels until Kudirka jumped from the Sovietskaya Litya to the Vigilant, Burt said.

Burt said he and Robert Brieze, president of the New Bedford Seafood Producers Association protested the return of the defector, but Eustis told them his Boston headquarters had ordered him to surrender the man to three Russians still aboard the Vigilant.

Eustis told Ivan Burkal, deputy commander of the Russian fishing fleet, and two other Soviet officers to take Kudirka back, Burt reported.

Excerpts from Burt's account:

"Commander Eustis then told the ranking Russian officer, 'You and your other man go up and get him.' The Russian commander replied, 'No, he's too powerful for us,' and asked to send to the Russian ship for four more men. Commander Eustis replied 'No, three men.'

"One of the Russians then ran over and brought back three men and they all began rushing up to the bridge. The bridge had been chained off and a Coast Guardsman posted at the chain to stop everyone but the Russians who were allowed to pass.

"We followed them, and when we reached the chain, we were stopped by the American sailor. I told the guard, 'Take that chain away and open the door so that this man will have a chance to get away if he can, even if he has to jump overboard to save his life.

"Then a wild scuffle started up on the bridge while I was on the starboard side of the vessel . . . I saw three or four of them hitting and beating him. Someone gave him a bad judo chop and I could see blood on his face and on his white T-shirt.

"I turned to the man next to me. I forget who he was now in all the excitement, and said, 'You can't let this happen here. He said, 'We can't do a thing about this, this is the way things go and he has to go back.'

"I got terribly emotional and felt the overwhelming need to help this man but I was again restrained by the man next to me.

"Then the defector got away from them . . .

"At one point he was down on his hands and knees saying, 'God, help me, oh, help me . . .

"Just then I could see that they had cornered him up near the bow and were trying to get him down . . . Then over the loudspeaker I heard 'All hands below' and we were ordered to go below at once. We couldn't do anything else, we had to go below. When we got there we looked out of the portholes . . . I saw the motor lifeboat being lowered . . . In the gunnel of the lifeboat I saw the man wrapped in a blanket with a line around him like a mummy, or a dead man in a sea bag.

"At that instant I felt in my gut, it's all over for this guy' and it was . . . As we returned to New Bedford on the Vigilant, we all remained in the ward room aboard the cutter and nobody said a word."

Two high Coast Guard officials have taken retirement rather than face courts-martial for their part in the incident.

"I keep thinking of the words that man alongside of me had said when I thought of getting in there and helping that man," Burt said.

"He told me, 'We can't win in this one.'

"If I were twenty years younger I would have been in the middle of it," Burt said.

Meanwhile, a Coast Guard report says Kudirka asked for a knife to kill himself with rather than be returned to his Russian ship after defecting.

The report on Kudirka's abortive defection last month in U.S. waters off Martha's Vineyard said the request was refused.

Rep. Samuel S. Stratton, R-N.Y., Tuesday termed the Department of Transportation's disposition of the defector inci-

dent "highly disappointing as well as manifestly unfair.

"The man primarily responsible, the man who gave the improper order, Admiral William B. Ellis, is allowed to retire only six months ahead of his scheduled retirement date," Stratton said.

"On the other hand, the captain of the Coast Guard cutter, Commander Ralph Eustis—the man who bitterly protested the admiral's improper and outrageous order — even to the point of tears — had his Coast Guard career ruined."

Eustis received a letter of reprimand that could hinder his chances for promotion.

In contrast, Rep. Hastings Keith, R-Mass., termed the Coast Guard's findings in the defector case "very appropriate."

In regards to the transfer of Eustis, Keith said, "He had an impossible assignment but it would appear that the transfer is justifiable."

in the National Hockey League's East Division, seek their ninth consecutive victory tonight in a meeting with Detroit's slumping Red Wings.

"I just hope we don't catch a tiger by the tail," Boston Coach Tom Johnson said in noting that Detroit is trying to rebound from routs by Pittsburgh and California during the weekend.

The Bruins practiced at Boston Tuesday and then flew to Detroit, getting the report that the Rangers had beaten Buffalo 7-2 and had moved into a first place tie. New York has played one more game than Boston.

The Bruins, who have not had a nine-game winning streak since the 1929-30 team put together strings of 14 and 11, will

Olympia since Feb. 2, 1968. The Red Wings have lost four straight and plunged to sixth in the East Division under rookie coach Ned Harkness, who accepted the pro challenge after directing Cornell to the NCAA championship last spring.

Detroit still is without regular goalie Roy Edwards, who is sidelined with a hairline skull fracture. However, Gordie Howe and Dale Rolfe have returned from the injured ranks.

Defensemen Teddy Green and Bobby Orr missed the practice at Boston Garden Tuesday, but will be in action against Detroit. Green was excused because of a cold, while Orr was given a well-deserved rest.

New York	22	6	5	47
Montreal	15	11	5	38
Vancouver	13	12	3	29
Toronto	13	12	1	27
Buffalo	10	17	4	24
Los Angeles	6	21	5	17

West Division				
Chicago	21	6	5	47
St. Louis	15	8	8	38
Philadelphia	12	14	5	29
Minnesota	12	15	5	29
Pittsburgh	8	15	15	26
California	11	19	2	24
Los Angeles	9	16	5	23

Tuesday's Results

New York 7, Buffalo 2
California 5, Chicago 2
Only games scheduled.

Wednesday's Games

Montreal at St. Louis
Vancouver at Toronto
Pittsburgh at New York
Boston at Detroit
Chicago at Los Angeles
Only games scheduled.

AHL

East Division

	W	L	T	Pts.
Quebec	13	13	4	30
Providence	11	12	4	26
Springfield	12	16	1	25
Montreal	9	17	5	23

West Division

Baltimore	16	8	3	35
Cleveland	14	10	4	32
Rochester	13	9	3	29
Hershey	10	13	6	26

Tuesday's Results

No games scheduled.

Wednesday's Games

No games scheduled

Sports

George Patzer
Sports Editor



P.S. I HAVE NOT
BEING PLACED
IN CONNECTION WITH
WHAT DO YOU SAY
RESPONDED?

your best.



M 2.2.1
WHEELER, Miss Dorothy
MARITIME-General

January 18, 1971

Miss Dorothy Wheeler
1 Driscoll Lane
Mattapoisett, Massachusetts
02739

Dear Miss Wheeler:

Thank you for your recent letter opposing the transfer of Commander Eustis from the Vigilant as a result of the attempted defection of a Soviet seaman onto that ship.

I agree that the innocent should not be persecuted for errors for which they are not responsible. In the case of this attempted defection, I believe that the fault lies within the State Department and the Coast Guard high command. However, in order that you may more clearly understand the reasoning behind the decision to transfer Commander Eustis, I am enclosing a copy of Recommendation No. 3 from the report of the Coast Guard formal board of investigation into that incident.

I am pleased young adults of your age are concerned with matters of national import and urge you to continue to write to me whenever I may be of service.

Sincerely,

HASTINGS KEITH
Member of Congress

HK:js
Enclosure

DEC 30 1969

M2.2.2

JAN 5 1971
JH

December 24, 1970

Dear Congressman Keith,

I am a teenager concerned with many affairs of our country. One of these concerns Commander Eustis. Being our Congressman I feel you are in the position to do something about the situation.

Commander Eustis has been transferred from the Coast Guard cutter Vigilant. I feel that this action against Commander Eustis is also a slant against the government of the U. S. The United States government is supposed to be a democracy run by the people. I often wonder if it is. I realize the defection of the Russian sailor was not completed, and as a result the U.S. has suffered ridicule from other countries. But blaming and persecuting the innocent puts the government in a worse state of affairs.

I realize that being 16 is not being an adult and I ~~have~~ n't the power to exercise a voting right, but I think my opinion counts for something. If people don't start giving their opinions and objecting when the government is wrong, then the government will slowly become a dictatorship under a democratic name.

So in exercising my right to voice my opinion, I feel I have done one small thing to help Commander Eustis who has been so gravely wronged.

Thank you for your time.

Sincerely yours,

Dorothy Wheeler

Dorothy Wheeler
1 Driscoll Lane
Mattapoisett, Mass. 02739



M 2.3.1

DEC 30 1970

29 Oak Street,
Duxbury, Mass. 02332
December 26, 1970

Representative Hastings Keith, M.C.,
House Office Building,
Washington, D.C.

et

Dear Representative Keith:

You may recall that I recently wrote to you, concerning the attempted defection from the Russian ship off Martha's Vineyard, and that you indicated a determination to follow through on the subsequent investigation.

On the basis of newspaper and other reports, I am somewhat concerned about what is apparently taking place, and believe that you might be helpful in getting matters on the right track.

First, Secretary of Transportation Volpe ordered the retirement of Admiral Ellis and Captain Brown, allegedly because "a court-martial would serve no useful purpose." On the basis of my own military experience, I venture to guess that his decision was based upon the strong probability that a court-martial would have acquitted both officers, mainly on the grounds that they violated no known statutes or regulations. They may have been careless, heartless, stupid, or ignorant of State Department policies, but none of these are contrary to any laws or regulations that I know of (except, possibly, carelessness, under one of the "catch-all" charges). In any event, they should be considered innocent until proven guilty. By his action, Volpe has destroyed the careers of both officers by his own arbitrary action, which looks very much as though it was a decision prompted solely by political considerations. It would not be the first time that military officers were made scapegoats for political reasons.

Second, I recently read a newspaper article in which certain comments and remarks were attributed to Rep. Wayne Hayes, who evidently is heading the investigation. If these quotations were accurate, I question Rep. Hayes' fitness to conduct an impartial investigation.

With respect to Volpe's decision, Rep. Hayes was quoted as saying that Volpe had "let them off the hook." He has therefore presumed to judge them before his investigation is complete; furthermore, he apparently does not understand the impact of Volpe's ^{decision} upon these men, in destroying their careers. An odd way of letting someone off the hook. In addition, Rep. Hayes was quoted as making some remarks derogatory to all the military services, although this incident involves only three men. Clearly, he is biased; and his bias becomes more apparent when it appears that he has nothing to say about the State Department's role in this affair, at least so far.

Enclosed and Sent -



In fact, nobody seems to have much to say about the State Department, which I find extremely odd, also. As I understand it, the State Department is responsible for developing policies relating to the handling of defectors; it should also have the responsibility for informing everyone who might be affected as to the nature of these policies. As far as the ordinary citizen can tell, the Department has never bothered to inform the Coast Guard (and probably other services as well), and, in this present case, it took no action in this respect even though it was informed by the Coast Guard of Kudirka's intentions hours before he actually defected. Through the terms of five Presidents and numerous Secretaries of State, this obvious action has not been taken. Why not, and why should a few Coast Guard officers suffer for this neglect?

About 2500 years ago, Sun Tzu said, "When the troops do not obey the orders of the commander, it is the fault of the commander, who has not made his orders clear....but when the commander has made his orders clear, and the troops still do not obey, it is the fault of the troops." This is a case in point; if the Coast Guard had had any clear directives, the chances are these officers would have obeyed them.

This is my third source of concern; the absolutely inexcusable unfairness of punishing these officers while allowing the State Department people involved to go scot-free, without even so much as a word of criticism.

If the Congressional investigation is to do any good at all (as opposed to being just a political plaything), it should go to the root of the matter, and put the blame exactly where it belongs. I do not question that the Coast Guard officers were partly to blame, for the exercise of poor judgment, but they should not, and must not, be held entirely to blame.

Because some of my remarks are critical of Rep. Hayes, I am sending him a copy of this letter.

I hope you had a pleasant holiday season.

Sincerely yours,


Robert A. Dawes, Jr.

1890
The undersigned, being duly sworn, depose and say that the within and foregoing is a true and correct copy of the original of the same as the same appears in the records of the County of [] State of []
Subscribed and sworn to before me this [] day of [] 1890
[Signature]
Notary Public for the State of []

Witness my hand and the seal of my office this [] day of [] 1890
[Signature]
Notary Public for the State of []

Attest: [Signature]
Notary Public for the State of []

Subscribed and sworn to before me this [] day of [] 1890
[Signature]
Notary Public for the State of []

Attest: [Signature]
Notary Public for the State of []

FEB 18 1971

M2.3.3

29 Oak Street,
Duxbury, Mass. 02332
February 15, 1971

Representative Hastings Keith,
House Office Building,
Washington, D.C.

Dear Mr. Keith:

Thank you for your letter of January 27th, concerning the Vigilant Incident, and for your enclosure. I'm gratified that you should think some of my thoughts were worth passing along to the Coast Guard.

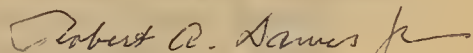
There has been no news lately about the progress of the Congressional investigation. This is mildly disturbing, considering the outburst of publicity which accompanied its commencement. Has it ended, with no one but three Coast Guard officers held responsible, or is it continuing?

I did see a recent news column by some woman writer, which stated that the State Department, with the blessing of the White House, had issued a directive or policy statement, to the general effect that, if defectors escape to any American ships, and the Communists threaten the use of force to recover them, the ship commanders shall not resist, but shall release the defectors immediately. Is this factual? If so, it is, indeed, one of the most cowardly policies ever to be promulgated by any sovereign nation. It can only lead to trouble, since it invites threats of force.

I would appreciate knowing whether or not this is true, and having your thoughts on the subject.

Thank you again for your courtesy and continued interest.

Sincerely yours,


Robert A. Dawes, Jr.

N2.3.4

MARITIME

January 27, 1971

Mr. Robert A. Dawes Jr.
29 Oak Street
Duxbury Massachusetts 02332

Dear Mr. Dawes,

Thank you very much for your recent correspondence objecting to the treatment accorded the Coast Guard officers involved in the Vigilant incident. I am sorry that I was not able to reply earlier but I'm sure that you can realize the hectic atmosphere involved in wrapping up one session of Congress and doing the groundwork for a new legislative session.

I agree with you that the Coast Guard officers should not be held responsible for errors that the State Department appears to be responsible for. Further, I believe that you have raised an excellent point in questioning why the State Department does not inform all those even potentially concerned with defectors of their policies regarding these cases.

There does appear to be one area in which I believe that the Coast Guard was at fault. In order that you understand the reasoning behind this view, I am enclosing a copy of Recommendation No. 3 from the report of the Coast Guard formal board of investigation into that incident. I concur with that report and I hope that the enclosed will make clear to you the rationale behind my view.

You have, however, introduced a number of points which deserve serious consideration. Because I feel that the Coast Guard should be given a chance to look over these points, I have forwarded your letter to them for their consideration.

Thanks again for your letter.

Sincerely,

HASTINGS KEITH
Member of Congress

HK:rst/Enc.

MAILED

January 22, 1951

Mr. Robert A. Davis Jr.
22 East Street
Dunsmuir, California 95923

Dear Mr. Davis:

Thank you very much for your recent correspondence regarding
to the statement regarding the Coast Guard's involvement
in the collision incident. I am sorry that I was not able to
reply earlier. I am sure that you will find the facts
concerning the incident in the report of the Coast
Guard and the report of the Coast Guard's investigation.

I agree with you that the Coast Guard's report should
be held responsible for errors and omissions. I believe that
it appears to be responsible for the errors and omissions
which were made in the report. I believe that the Coast
Guard's report is not a fair and accurate representation of
the facts. I believe that the Coast Guard's report is
biased and that it is not a fair and accurate representation
of the facts.

There does appear to be one area in which I believe that
the Coast Guard was at fault. In order that you understand the
reasoning behind this view, I am enclosing a copy of a letter
dated May 2, 1950, from the report of the Coast Guard's
investigation into the collision. I believe that this letter
and I hope that the enclosed will make clear to you the reason
for my view.

You may, however, introduce a number of points which deserve
further consideration. Because I feel that the Coast Guard
should be given a chance to look over these points, I am
enclosing your letter to the Coast Guard's investigation.

Thank you for your letter.

Sincerely,

WALTER H. HARRIS
Commander, U.S. Coast Guard

Enclosure

N/2.3.5

Maritime

January 27, 1971

Mr. Robert A. Dawes Jr.
29 Oak Street
Duxbury Massachusetts 02332

Dear Mr. Dawes,

Thank you very much for your recent correspondence objecting to the treatment accorded the Coast Guard officers involved in the Vigilant incident. I am sorry that I was not able to reply earlier but I'm sure that you can realize the hectic atmosphere involved in wrapping up one session of Congress and doing the groundwork for a new legislative session.

I agree with you that the Coast Guard officers should not be held responsible for errors that the State Department appears to be responsible for. Further, I believe that you have raised an excellent point in questioning why the State Department does not inform all those even potentially concerned with defectors of their policies regarding these cases.

There does appear to be one area in which I believe that the Coast Guard was at fault. In order that you understand the reasoning behind this view, I am enclosing a copy of Recommendation No. 3 from the report of the Coast Guard formal board of investigation into that incident. I concur with that report and I hope that the enclosed will make clear to you the rationale behind my view.

You have, however, introduced a number of points which deserve serious consideration. Because I feel that the Coast Guard should be given a chance to look over these points, I have forwarded your letter to them for their consideration.

Thanks again for your letter.

Sincerely,

HASTINGS KEITH
Member of Congress

HK:rst/Enc.

1858

Wm. A. R.

January 21, 1858

Mr. Robert A. Davis Jr.
25 Elm Street
Providence, R.I.
Dear Mr. Davis,

Thank you very much for your recent correspondence dated 19th
to the President of the Board of Directors of the
in the United States. I am sorry that I was not able to
reply earlier but I am sure that you will find the
enclosed report of the Board of Directors of the
and doing the groundwork for a new legislative session.

I agree with you that the Board of Directors should not
be held responsible for errors that the Board of Directors
makes in its responsibility for the Board of Directors
have raised an excellent point in connection with the
Government and not in the Board of Directors. I am
certainly with you in your opinion.

There does appear to be some ground in which I believe that
the Board of Directors of the Board of Directors of the
relating to the Board of Directors of the Board of Directors
of the Board of Directors of the Board of Directors of the
of the Board of Directors of the Board of Directors of the
and I am sure that the Board of Directors will find that the
the Board of Directors.

You have, however, introduced a number of points which I
cannot overlook. Because I feel that the Board of
should be given credit for their efforts. I am
certainly with you in your opinion.

Yours truly,
Wm. A. R.

Enclosed

Wm. A. R.
25 Elm Street
Providence, R.I.

Wm. A. R.

M2-3.6

MARITIME

February 23, 1971

Mr. Robert A. Dawes
29 Oak Street
Duxbury Massachusetts 02332

Dear Mr. Dawes,

Thank you for your recent letter continuing your interest in the Vigilant incident. In the period since your first letter, I received a reply from the Coast Guard concerning the interesting points you raised in your letter. I have enclosed the reply in this envelope and hope that it will be of interest to you.

The Congressional investigation into the Vigilant incident is over and you may have read that Representative Wayne L. Hayes has recently filed a report on the incident. When copies of this report are made available, I will be happy to forward one to you.

The directive you referred to concerning the release of defectors by ship commanders is unfactual. A check with the Coast Guard confirms that the procedure has remained unchanged; at present, the ship is to retain custody of the defector until the State Department determines whether or not to grant asylum. There is nothing to indicate that this policy is about to be changed wither.

Once again, I enjoyed hearing from you and hope that this reply is helpful to you. If I can be of assistance in the future, do not hesitate to contact me.

Sincerely,

HASTINGS KEITH
Member of Congress

HK:rst/Enc.

MR. TITMUS

February 23, 1971

Mr. Robert A. Dwyer
20 Oak Street
Quincy, Massachusetts 02262

Dear Mr. Dwyer,

Thank you for your recent letter concerning your interest in the Vietnam incident. In the period since your first letter, I received a reply from the Coast Guard concerning the interesting points you raised in your letter. I have enclosed the reply in this envelope and hope that it will be of interest to you.

The Congressional investigation into the Vietnam incident is over and you may have read this Representative Wayne D. Haven has recently filed a report on the incident. When copies of this report are made available, I will be happy to forward one to you.

The director you referred to concerning the release of the ship's log is incorrect. A check with the Coast Guard confirmed that the procedure has remained unchanged. At present, the ship is to remain on duty of the fleet until the State Department determines whether or not to grant asylum. There is nothing to indicate that this policy is about to be changed either.

Once again, I enjoyed hearing from you and hope that this reply is helpful to you. If I can be of assistance in the future, do not hesitate to contact me.

Sincerely,

WILLIAM TITMUS
Member of Congress

Enclosure



DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

Address reply to:
COMMANDANT (ALA)
U.S. COAST GUARD
WASHINGTON, D.C.
20591

M 2.3.6

1 8 FEB 1971

Honorable Hastings Keith
House of Representatives
Washington, D. C. 20515

Dear Mr. Keith:

This is to acknowledge receipt of your letter of 29 January 1971 which forwarded for Coast Guard consideration a letter from Mr. Robert A. Dawes, Jr. of Duxbury, Massachusetts expressing his concern about the action that has been taken following the recent attempted defection case.

The basis for the action taken is contained in the report of a formal Board of Investigation which was convened to inquire into the matter in question, a copy of which is enclosed for the possible information of Mr. Dawes. I have also attached copies of the formal "Action of the Convening Authority" and of the action in review by the Secretary of Transportation.

As for the State Department, I understand that a separate investigation was conducted by that agency and must presume that action was taken appropriate to the case and the degree of involvement of its employees.

I should advise that improved and clarified procedures have been developed for the future handling of such cases. In a recent event involving a Cuban refugee such procedures effected a most expeditious determination and disposition of the defector who was taken aboard a Coast Guard vessel and granted asylum in the United States.

Your continued interest in Coast Guard affairs is appreciated.

Mr. Dawes' letter is returned as requested.

Sincerely,

T. L. J. J. J.
Vice Admiral, U. S. Coast Guard
Assistant Commandant

Enclosures

Marion's
Folder 3 (1971)
125090

PRELUDE CORPORATION
Claim for Loss from Interference
from Soviet Trawlers April
and May 1971

M 3-1.

CC

N 3.1.1

Letter of Understanding

The President of the Soviet Commercial Corporation "Sovrybflot," Mr. Armenak S. Babayev, representing the interests of Soviet fishing vessels, and the President of the U.S. company "Prelude Corporation," Mr. Joseph S. Gaziano, representing the interests of the Corporation, have met at Westport, Massachusetts, on November 9, 10, 11, and 12, 1971 and considered the circumstances of the incidents which took place on the high seas within the period of April 1 to May 21, 1971 and concluded that the above incidents and damage of lobster traps of the Prelude Corporation were not deliberately directed to damage the Prelude Corporation and were the result of:

Absence of knowledge by the masters of the Soviet fishing vessels of the areas where the vessels of the Prelude Corporation were fixing lobster traps;

Difficulties in defining the location of lobster traps by the marking signs fixed in accordance with existing regulations; and

Inufficient care in observation of the surroundings by the masters of the Soviet fishing vessels during fishing operations near the areas where lobster traps were fixed.

The parties agreed that as a result of the measures adopted jointly commencing May 21, 1971, the above-mentioned incidents stopped.

Taking into consideration the mutual respect and good will among fishermen the parties agreed to settle their differences in an amicable manner.

Taking into account the above mentioned and having checked thoroughly the amount of damage brought to the lobster traps, Sovrybflot on behalf of the owners of the Soviet fishing vessels guarantees payment to Prelude Corporation of U.S. \$29,000 as a partial compensation of damages. The payment of the above sum will be effected within a fortnight of the day this letter of understanding is signed.

The Prelude Corporation, upon receipt of the above mentioned sum, guarantees to consider the whole matter as finally settled and drop any claims and suits with respect to the incidents in question.

Done at Westport, Massachusetts, this 12th day of November, 1971.

For Sovrybflot:

For Prelude Corporation:

PRELUDE CORPORATION
General Statement as to Losses of Revenue and Lobster
Trapping Gear

Prelude Corporation trap fishes for lobsters approximately 75 miles south of Nantucket Island, Massachusetts using two fishing vessels, the Wily Fox and the Pat San Marie each about 100 feet long. Prelude Corporation owns two other vessels the Crystal S recently converted for the offshore lobster fishery and the Mars, a vessel which will be converted and fishing by late fall 1971. Prelude processes in a semi-automatic manner, trawl lines 2,000 fathoms (six feet) long to which an average of 75 traps are attached.

Beginning on or about April 1, 1971 a number of Soviet trawlers began to drag their nets through the area where the Wily Fox and the Pat San Marie were processing lobster traps. This activity continued for a period of approximately two months with the following results:

1. Damaged gear restricted the landings of the Wily Fox and the Pat San Marie.
2. Lost gear delayed the placing of the Crystal S in service because traps which had been planned for use by this vessel were destroyed and not immediately replaceable.
3. The placing of the Mars in service has been delayed two months because the period of interference prevented the conversion from proceeding as planned.
4. Significant quantities of lobster trapping gear were badly damaged, carried off, and otherwise destroyed or made unserviceable.

Prelude Corporation maintains it suffered total damages of \$210,200.41 from the actions of these vessels. Prelude Corporation can identify by name and/or by number, 27 (twenty-seven) Soviet vessels seen in the lobster gear. The sightings by Captain Joseph Maillet of the Wily Fox and or by Captain Joseph Cardoza of the Pat San Marie are summarized in Exhibit F. These sightings are supported by sightings by United States Coast Guard observation planes and cutters of the same vessels in the area.

Other Exhibits offered in support of the losses are outlined in a listing attached hereto. They consist of the calculation of the losses, the affidavits of the Prelude captains, the pictures taken by the Prelude captains and crew, the communications of the United States Coast Guard supporting the sightings of the Prelude captains and crews, and pictures taken by the United States Coast Guard.

M 3.1.8

PRELUDE CORPORATION
Summary of Losses Sustained Because of Interference
from Soviet Trawlers
April 1, 1971 through May 31, 1971

From April 1, 1971 through May 31, 1971 Prelude Corporation sustained the following losses:

IA. Calculation of Loss of Revenue from Decreased Landings for the <u>Pat San Marie</u> and the <u>Wily Fox</u> Because of Interference from Soviet Trawlers	\$ 115,491.00
IB. Calculation of Loss of Revenue from One Month Delay Placing <u>Crystal S</u> in Service Because of Interference from Soviet Trawlers	14,956.00
IC. Calculation of Loss of Revenue from Two Months Delay Placing <u>Mars</u> in Service Because of Interference from Soviet Trawlers	<u>29,912.00</u>
Total Loss of Revenue	<u>\$ 160,359.00</u>
II. Calculation of Loss of Lobster Trapping Gear Destroyed by Soviet Trawlers	<u>\$ 49,841.41</u>
Total Losses Sustained	<u>\$ 210,200.41</u>

2-1-8

PRELUDE CORPORATION
LIST OF EXHIBITS

<u>Exhibit</u>	<u>Description</u>	<u>Page Nos.</u>
A	IA. Calculation of Loss of Revenue from Decreased Landings for the <u>Pat San Marie</u> and the <u>Wily Fox</u> Because of Interference from Soviet Trawlers	1-3
B	IB. Calculation of Loss of Revenue from One Months Delay Placing <u>Crystal S</u> in Service Because of Interference from Soviet Trawlers	4
	IC. Calculation of Loss of Revenue from One Months Delay Placing <u>Mars</u> in Service Because of Interference from Soviet Trawlers	4
C	II Calculation of Loss of Lobster Trapping Gear Destroyed by Soviet Trawlers	5-12
D	Description of Lobster Trapping Gear	13
E	Photographs of Healthy Buoy Group and a Buoy Group Which Had Been Towed Under	14
F	Summary of Sightings of Soviet Vessels in Lobster Trapping Gear	15-17
G	Chart of Fishing Grounds and Relationship to Nantucket Island Massachusetts	18
H	Affidavit by Joseph C. E. Maillet describing the Situations Where <u>Wily Fox</u> was Nearly Rammed By Soviet Trawler KB-7137 on April 1, 1971	19-24
I	Statement by LCDR P. Murray concerning Reported Fishing Violation	25
J	Pictures Taken By LCDR P. Murray the Morning of April 1, 1971	26
K	Summary by U.S. Coast Guard Search and Rescue on Reported Fishing Violation	27-29
L	Statement by W. E. Murray First Coast Guard District on Alleged Harassment of United States F/V <u>Wily Fox</u>	30-31

7-1-5

PRELUDE CORPORATION
LIST OF EXHIBITS

<u>Exhibit</u>	<u>Description</u>	<u>Page Nos.</u>
M	Excerpts of U. S. Coast Guard Communications Log of Incident Concerning Reported Fishing Violation	32-36
N	Affidavit of Joseph C. E. Maillet Describing the Destruction Caused By Many Soviet Trawlers Towing Through The Gear	37-39
O	Affidavit by Joseph C. E. Maillet describing A Number of Sightings of Soviet Vessels and Destroyed Lobster Trapping Gear Period from May 7-13, 1971	40-43
P	Picture of Soviet Trawler Kherman Arborn 35-0536 Described in Exhibit O, Towing Through Trawl 15, Taken May 8, 1971, Trawl 15 Described in Exhibit O Was Actually Hauled on May 10, 1971, and Incident Actually Occurred May 8, 1971	44
Q	Picture of Soviet Trawler August Alle 35-0227 described in Exhibit O, Towing Through Trawl 9, Taken May 10, 1971. Trawl 9 Later Identified On Trawl Sheet Report To Be In Fact Trawl 5.	45
R	Picture of Soviet Trawler RE-4469 Described in Exhibit O, Towing Through Trawl 4 Taken May 10, 1971. Trawl 4 Described In Exhibit O Was Actually Hauled On May 11, 1971	46
S	Pictures of Soviet Trawlers 4570 and 4483 Described in Exhibit O As Being in Area, Taken May 12, 1971	47
T	Pictures of Soviet Trawler 4585 Described in Exhibit O Setting Its Nets Across Trawl 11, Taken May 12, 1971	48
U	Picture of Soviet Trawler 4305 Described in Exhibit O Towing Through Traps	49
V	Excerpts of U.S. Coast Guard Communication Logs Describing the Sighting of Soviet Trawler Kherman Arborn 36-0536 on May 8	50-56

3.1.6

PRELUDE CORPORATION
LIST OF EXHIBITS

<u>Exhibit</u>	<u>Description</u>	<u>Page Nos.</u>
W	Excerpts of U.S. Coast Guard Communications Logs Describing the Incident with Soviet Trawlers August Alle 36-0227 Where Coast Guard Helicopter Unable to see Because of Poor Visability.	57-58
X	Excerpts of U.S. Coast Guard communication Logs Describing the Sighting of Soviet Trawlers on May 12, 1971, and on May 13, 1971	59-65
Y	Pictures Taken by U.S. Coast Guard May 12, 1971 of Soviet Trawlers 4483 and 4570 Near <u>Wily Fox</u>	66
Z	Picture Taken by U.S. Coast Guard May 13, 1971 of Soviet Trawler 4503 Near <u>Wily Fox</u>	67
AA	Affidavit by Joseph Cardoza Describing a Number of Sightings of Soviet Vessels and Destroyed Lobster Trapping Gear Period. from May 13-20, 1971	68-70
BB	A Report Filed by William Chace First Mate On The <u>Pat San Marie</u> For The Trip May 13-20, 1971	71-76
CC	Pictures of Soviet Trawler Gurvev 645 Described in Exhibit AA Where the <u>Pat San Marie</u> Forced It to Stop, Taken May 20, 1971	77
DD	Picture of Soviet Trawlers Mirfan-8134 and Fergana 8128 Described in Exhibit AA	78
EE	Excerpt of U.S. Coast Guard Communications Log From Cutter <u>Vigorous</u> Describing Events Detailed in Exhibit AA on May 15, 1971	79-80
FF	Excerpt of U.S. Coast Guard Communications Log From Cutter <u>Active</u> Describing Events Detailed in Exhibit AA on May 20, and 21, 1971	81-86
GG	Statement by Joseph C. E. Maillet Describing A Number of Sightings of Soviet Vessels and Destroyed Lobster Gear Period From May 20-27, 1971	87-88

3.117

PRELUDE CORPORATION
LIST OF EXHIBITS

<u>Exhibit</u>	<u>Description</u>	<u>Page Nos.</u>
HH	Pictures of Soviet Trawlers Matros Baltiki KN 8038 Fergana KN 8128, Suloy M5-2645, and K KN 4382 Described in Exhibit 66 as Towing Through Gear, Taken May 20, 1971	89
II	Picture of Trawl Buoy 5 First Found By The <u>Wily Fox</u> on May 20, 1971 as Described in Exhibit GG and which was Hauled by the <u>Pat San Marie</u> as Described in Exhibit AA and in Exhibit FF Taken By the <u>Wily Fox</u> on May 20, 1971	90
JJ	Prelude Corporation - Certificate of Good Standing Issued by the Commonwealth of Massachusetts	91
KK	License of Vessel <u>Wily Fox</u>	92-96
LL	License of Vessel <u>Pat San Marie</u>	97-101

PRELUDE CORPORATION

IA. Calculation of Loss of Revenue from Decreased Landings
for the Pat San Marie and the Wily Fox
because of Interference from Soviet Trawlers

<u>Vessel</u>	<u>Landing Of</u>	<u>Pounds Lost¹</u>	<u>Price Per Pound²</u>	<u>Revenue Lost Per Trip³</u>
<u>Pat San Marie</u>	April 10, 1971	9,759#	\$1.55	\$ 15,126
<u>Wily Fox</u>	April 17, 1971	13,139#	\$1.33	17,475
<u>Pat San Marie</u>	April 24, 1971	9,759#	\$1.30	12,687
<u>Wily Fox</u>	April 30, 1971	13,139#	\$1.16	15,241
<u>Pat San Marie</u>	May 7, 1971	9,759#	\$1.11	10,832
<u>Wily Fox</u>	May 14, 1971	13,139#	\$1.19	15,635
<u>Pat San Marie</u>	May 21, 1971	9,759#	\$1.21	11,808
<u>Wily Fox</u>	May 28, 1971	13,139#	\$1.27	<u>16,687</u>
Total Revenue Lost				<u>\$ 115,491</u>

1. The average landing for the Pat San Marie for the five months prior to April 10, 1971 was 21,183 pounds of lobster while the average landing for the period April 10, through May 21, 1971 was 11,424 pounds. The difference between 21,183 pounds and 11,424 pounds, 9,759 pounds were lost because of interference from Soviet trawlers. See attached Schedule I.

The average trip for the Wily Fox for the five months prior to April 17, 1971 was 23,337 pounds while the average trip for the period April 10, through May 8, 1971 was 10,198 pounds. The difference between 23,337 pounds and 10,198 pounds, 13,139 pounds were lost because of interference from Soviet trawlers. See attached Schedule 1.

2. The price per pound is the average price that the lobsters landed were sold for. See attached Schedule 2.

3. The revenue lost is the pounds lost times the price per pound.

PRELUDE CORPORATION
Calculation of Loss of Revenue because of Interference from
Soviet Trawlers
Schedule 1 - Computation of Pounds Lost

<u>Vessel</u>	<u>Trip Number</u>	<u>Date Landed</u>	<u>Pounds Landed</u>
Pat San Marie	30	November 13, 1970	23,079
" " "	31	November 26, 1970	35,031
" " "	32	December 11, 1970	36,045
" " "	33	December 24, 1970	33,915
" " "	34	January 8, 1971	8,382
" " "	35	January 23, 1971	29,137
" " "	36	January 31, 1971	1,319
" " "	37	February 13, 1971	20,571
" " "	38	February 26, 1971	7,636
" " "	39	March 13, 1971	15,104
" " "	40	March 27, 1971	22,791
Total pounds landed November 13, 1970 through March 27, 1971			<u>233,010</u>
Number of trips			<u>11</u>
Average pounds per trip			<u>21,183</u>
Pat San Marie	41	April 10, 1971	11,189
" " "	42	April 24, 1971	13,437
" " "	43	May 5, 1971	13,051
" " "	44	May 21, 1971	8,019
Total pounds landed April 10, 1971 through May 21, 1971			<u>45,606</u>
Number of trips			<u>4</u>
Average pounds per trip			<u>11,424</u>
Difference - Pounds lost because of interference from Soviet trawlers			<u>9,759</u>
Wily Fox	14	November 6, 1970	19,921
" "	15	November 20, 1970	36,653
" "	16	December 2, 1970	39,112
" "	17	December 17, 1970	35,653
" "	18	January 1, 1971	16,186
" "	19	January 14, 1971	30,425
" "	20	January 30, 1971	19,882
" "	21	February 6, 1971	17,177
" "	22	February 20, 1971	13,831
" "	23	March 4, 1971	11,613
" "	24	March 20, 1971	21,883
" "	25	April 3, 1971	17,709
Total pounds landed November 6, 1970 through April 3, 1971			<u>280,045</u>
Number of trips			<u>12</u>
Average pounds per trip			<u>23,337</u>
Wily Fox	26	April 17, 1971	10,127
" "	27	April 30, 1971	9,777
" "	28	May 14, 1971	7,427
" "	29	May 28, 1971	13,460
Total pounds landed April 17, 1971 through May 28, 1971			<u>40,791</u>
Number of trips			<u>4</u>
Average pounds per trip			<u>10,198</u>
Difference - Pounds lost because of interference from Soviet trawlers			<u>13,139</u>

PRELUDE CORPORATION
Calculation of Loss of Revenue because of Interference from
Soviet Trawlers
Schedule 2 - Computation of Price per Pound

<u>Date Landed</u>	<u>Pounds Landed</u>	<u>Date Sold</u>	<u>Pounds Sold</u>	<u>Price Per Pound</u>	<u>Sales</u>
April 10, 1971	11,189	April 12, 1971	960	\$1.75	\$ 1,680
	<u>Pat San Marie</u>	April 12, 1971	6,560	\$1.54	10,072
		April 14, 1971	3,760	\$1.51	5,692
			<u>11,280</u>	<u>\$1.55</u>	<u>\$ 17,444</u>
April 17, 1971	10,127	April 20, 1971	4,080	\$1.36	\$ 5,532
	<u>Wily Fox</u>	April 20, 1971	3,840	\$1.33	5,088
		April 26, 1971	4,700	\$1.32	6,195
			<u>12,620</u>	<u>\$1.33</u>	<u>\$ 16,815</u>
April 24, 1971	13,437	April 26, 1971	4,700	\$1.32	\$ 6,195
	<u>Pat San Marie</u>	April 26, 1971	3,415	\$1.37	4,669
		April 29, 1971	5,120	\$1.23	6,288
			<u>13,235</u>	<u>\$1.30</u>	<u>\$ 17,152</u>
April 30, 1971	9,777	May 4, 1971	7,040	\$1.17	\$ 8,248
	<u>Wily Fox</u>	May 10, 1971	4,240	\$1.14	4,836
			<u>11,280</u>	<u>\$1.16</u>	<u>\$ 13,084</u>
May 5, 1971	13,051	May 10, 1971	4,240	\$1.14	\$ 4,836
	<u>Pat San Marie</u>	May 10, 1971	8,720	\$1.10	9,592
			<u>12,960</u>	<u>\$1.11</u>	<u>\$ 14,428</u>
May 14, 1971	7,427	May 18, 1971	3,120	\$1.24	\$ 3,780
	<u>Wily Fox</u>	May 18, 1971	5,200	\$1.18	6,132
			<u>8,320</u>	<u>\$1.19</u>	<u>\$ 9,912</u>
May 21, 1971	8,019	May 20, 1971	1,440	\$1.18	\$ 1,704
	<u>Pat San Marie</u>	May 25, 1971	2,480	\$1.25	3,100
			1,440	\$1.20	1,728
			2,800	\$1.19	3,320
			<u>8,160</u>	<u>\$1.21</u>	<u>\$ 9,852</u>
May 28, 1971	13,460	May 28, 1971	4,720	\$1.26	\$ 5,956
	<u>Wily Fox</u>	May 31, 1971	2,560	\$1.25	3,200
			4,560	\$1.28	5,828
		June 3, 1971	1,120	\$1.33	1,484
			<u>12,960</u>	<u>\$1.27</u>	<u>\$ 16,468</u>

PRELUDE CORPORATION

IB. Calculation of Loss of Revenue from One Month Delay
Placing Crystal S in Service Because of Interference
from Soviet Trawlers

<u>Pat San Marie</u> average pounds per trip (See attached Schedule 1)	21,183#
<u>Wily Fox</u> average pounds per trip (See attached Schedule 1)	23,337#
Total	<u>44,520#</u>

<u>Crystal S</u> average pounds per trip equal to average of <u>Pat San Marie</u> and <u>Wily Fox</u> trips	22,260#
Average selling price per pound for six months ending April 30, 1971	\$1.23
Value of landing per trip	<u>\$27,380</u>
Sales lost because <u>Crystal S</u> delayed one month, or two trips	<u>\$54,760</u>

Monthly Costs and Expenses	
Cost of vessel operation	29,000
Bonus	3,904
Incremental Sales, General and Administrative Expenses	5,000
Interest	1,900
Total Costs and Expenses	<u>\$39,804</u>
Loss of Revenue from one month delay	<u>\$14,956</u>

IC. Calculation of Loss of Revenue from Two Months Delay
Placing Mars in Service Because of Interference
from Soviet Trawlers

Two month's loss of revenue

See IB. Calculation of Loss of Revenue from One Month Delay
Placing Crystal S in Service Because of Interference
from Soviet Trawlers \$14,956

Calculation of Loss of Revenue from Two Months Delay
Placing Mars in Service Because of Interference
from Soviet Trawlers \$29,912

8.2.12

5

EXHIBIT C

PRELUDE CORPORATION

II. Calculation of Loss of Lobster Trapping Gear Destroyed
by Soviet Trawlers

	<u>Total</u> <u>April</u>	<u>Total</u> <u>May</u>	<u>Additional</u> <u>Trawl Line 1.</u>	<u>Total</u>	<u>Per Schedule</u> <u>Unit Cost</u>	<u>Total Loss</u> <u>Per Item</u>
Trawl Line (fathoms)	1,290f	6,590f	16,000f	23,880f	\$.90	\$ 21,492.00
Traps	159	478	---	637	20.13	12,822.81
Clips	180	505	---	685	12.67	8,678.95
Buoy Groups	16	9	---	25	186.42	4,660.50
Gangion Wires	180	505	---	685	1.49	1,020.65
Radar Reflectors	16	9	---	25	13.86	346.50
Anchors	7	9	---	16	43.15	690.40
Lead Weights	14	18	---	32	4.05	129.60
Total Losses All Items						<u>\$ 49,841.41</u>

1. In addition to the specific items lost, eight trawls totaling 16,000 fathoms were in such bad condition from being cut and spliced back together that they were replaced as soon as possible. These trawls reflected the continuing damage from Soviet trawlers during the period.

PRELUDE CORPORATION
Listing of Gear Lost as Trawl Lines
Were Hauled During April 1971

Date Hauled 1971	Trawl #	Loss of Gear			
		Traps	Line	Anchors	Buoys
April 2,	15	---	Cut 100f	---	1
" "	14	2	---	---	---
" "	2	2	---	---	---
April 3,	17	1	---	---	---
April 4,	4	4	---	---	---
" "	8	2	---	---	---
" "	15	1	---	---	---
April 5,	14	1	---	---	---
April 6,	3	1	---	---	---
" "	10	1	---	---	---
April 8,	8	2	---	---	---
April 9,	9	2	---	---	---
" "	2	8	Cut 300f	1	1
" "	15	---	---	---	2
" "	11	3	---	---	---
" "	16	1	Cut 150f	1	1
April 11,	16	3	---	---	---
April 12,	14	---	---	---	1
" "	12	---	---	1	---
" "	6	3	---	---	---
" "	10	1	---	---	---
" "	3	2	---	---	---
April 13,	15	3	---	---	---
" "	5	5	---	---	---
" "	11	4	---	---	---
April 14,	7	1	---	---	---
" "	18	1	---	---	---
" "	16	3	---	---	---
" "	9	1	---	---	---
" "	8	1	---	---	---
April 15,	12	1	---	---	---
" "	3	1	---	---	---
" "	2	4	---	---	---
April 16,	1	4	Cut 120f	1	1
" "	4	3	Cut ---	---	2
" "	1	1	---	---	---
" "	3	1	---	---	---
April 17,	11	1	---	---	---
" "	9	---	---	1	---
" "	16	1	---	---	---
" "	14	1	---	---	---
Total Forwarded		77	670f	5	9

Printed

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PRELUDE CORPORATION
Listing of Gear Lost as Trawl Lines
Were Hauled During April 1971

Date Hauled 1971	Trawl #	Loss of Gear			
		Traps	Line	Anchors	Buoys
April 18,	8	1	---	---	---
" "	2	1	---	---	---
" "	10	2	---	---	---
" "	7	---	Cut ---	---	---
April 19,	6	2	Cut ---	---	2
" "	13	1	---	---	---
" "	5	---	Cut 200f	---	1
April 20,	11	1	---	---	---
" "	17	1	---	---	---
" "	12	2	---	---	---
April 21,	7	1	---	---	---
" "	3	16	Cut ---	---	---
" "	2	1	---	---	---
April 22,	4	2	---	---	---
" "	6	---	Cut 100f	---	1
" "	5	2	Cut ---	1	---
April 23,	14	1	---	---	---
" "	11	1	---	---	---
April 24,	1	5	---	---	---
" "	7	4	---	---	---
" "	2	2	---	---	---
April 25,	18	1	---	---	---
April 26,	13	1	---	---	---
" "	5	2	Cut ---	---	1
" "	6	3	Cut ---	---	1
April 28,	17	16	Cut 320f	1	1
" "	1	1	---	---	---
" "	7	3	---	---	---
April 29,	12	2	---	---	---
" "	19	2	---	---	---
" "	10	1	---	---	---
" "	13	1	---	---	---
April 30,	2	3	---	---	---
Total This Page		82	620f	2	7
Total Forwarded		77	670f	5	9
Total April		159	1290f	7	16

7.5.25

8

PRELUDE CORPORATION
Listing of Gear Lost as Trawl Lines
Were Hauled During May 1971

Date Hauled 1971	Trawl #	Loss of Gear			
		Traps	Line	Anchors	Buoys
May 1,	11	1	---	---	---
" "	16	2	---	---	---
May 2,	12	1	---	---	---
" "	8	5	Cut ---	---	---
" "	17	2	Cut ---	---	---
" "	20	2	Cut ---	---	---
" "	19	3	Cut ---	---	---
May 3,	10	1	---	---	---
" "	18	1	---	---	---
May 4,	2	1	---	---	---
" "	16	1	---	---	---
" "	9	1	---	---	---
May 5,	7	7	Cut 175f	1	---
" "	17	1	---	---	---
May 6,	18	1	---	---	---
" "	2	1	---	---	---
" "	19	2	---	---	---
" "	15	3	---	---	---
May 7,	14	41	Cut 500f	---	---
" "	9	---	Cut 150f	---	---
May 8,	16	1	---	---	---
" "	4	1	---	---	---
" "	20	1	---	---	---
May 9,	8	13	Cut ---	---	---
" "	11	4	---	---	---
May 10,	2	1	---	---	---
" "	19	2	---	---	---
" "	15	1	Cut 50f	---	---
" "	5	-	Cut 150f	---	1
May 11,	4	12	Cut 150f	---	---
" "	14	5	---	---	---
May 12,	7	2	Cut 200f	---	1
" "	16	8	---	---	---
" "	17	---	---	1	---
" "	11	1	Cut 100f	---	1
" "	10	15	Cut 100f	---	---
" "	12	10	Cut 100f	---	---
May 13,	18	2	---	1	---
" "	8	21	Cut 250f	---	---
" "	5	6	---	---	---
" "	15	8	---	---	---
Total Forwarded		191	1925f	4	4

8-2-76

PRELUDE CORPORATION
Listing of Gear Lost as Trawl Lines
Were Hauled During May 1971

Date Hauled 1971	Trawl #	Loss of Gear				
		Traps	Line	Anchor s	Buoys	
May 14,	1	23	Cut 500f	1	1	Trawl abandoned remaining line and pots used i other trawls.
" "	4	---	Cut 150f	1	1	
" "	2	6	" "	---	---	
" "	10	15	Cut 300f	---	---	
May 15,	18	2	---	---	---	
" "	8	1	---	---	---	
" "	3	12	Cut 250f	---	---	
" "	17	1	---	---	---	
May 16,	14	38	Cut 1200f	1	1	Trawl abandoned remaining line and pots used i other trawls.
" "	20	8	Cut 165f	---	---	
" "	13	8	Cut 100f	---	---	
May 17,	4	2	---	---	---	
" "	15	1	---	---	---	
" "	5	3	---	---	---	
" "	16	1	---	---	---	
May 18,	7	---	Cut ---	---	---	
May 19,	18	9	Cut ---	---	---	
" "	3	---	Cut ---	---	---	
" "	14	7	---	---	---	
May 20,	5	56	Cut 1400f	1	1	Trawl abandoned remaining line and pots used i other trawls.
" "	20	6	Cut 150f	---	---	
" "	16	2	---	---	---	
" "	15	1	---	---	---	
May 21,	12	4	Cut ---	---	---	
" "	10	1	---	---	---	
" "	19	6	Cut ---	---	---	
" "	2	6	Cut ---	---	---	
May 22,	3	3	---	---	---	
" "	17	1	---	---	---	
May 23,	13	19	Cut 250f	---	---	
" "	1	2	---	---	---	
" "	4	7	Cut 200f	1	1	
" "	15	1	---	---	---	
May 24,	12	5	---	---	---	
" "	10	3	---	---	---	
" "	19	2	---	---	---	
" "	2	2	---	---	---	
" "	9	3	---	---	---	
Total This Page		262	4665f	5	5	
Total Forwarded		191	1925f	4	4	
Total Forwarded		453	6590f	9	9	

3-5-17

10

PRELUDE CORPORATION
Listing of Gear Lost as Trawl Lines
Were Hauled During May 1971

Date Hauled 1971	Trawl #	Loss of Gear			
		Traps	Line	Anchors	Buoys
May 25,	17	1	---	---	---
" "	7	4	---	---	---
" "	8	1	---	---	---
" "	11	1	---	---	---
" "	18	2	---	---	---
May 26,	15	2	---	---	---
" "	13	2	---	---	---
" "	4	1	---	---	---
" "	20	5	---	---	---
May 27,	9	1	---	---	---
" "	10	1	---	---	---
" "	12	1	---	---	---
" "	2	3	---	---	---
Total This Page		25	---	---	---
Total Forwarded		453	6590f	9	9
Total May		478	6590f	9	9

PRELUDE CORPORATION

List of Eight Trawls Totaling 16,000 Fathoms
in Such Bad Condition from Being Cut and Spliced
That They Were Replaced as soon as Possible

<u>Trawl Number</u>	<u>Number of Splices</u>
11	20
3	41
19	18
17	34
12	12
18	31
2	25
7	41

PRELUDE CORPORATION
Standard Cost of Items of Lobster Trapping Gear

<u>Item</u>	<u>Total Cost Of Items</u>	<u>Number of Items</u>	<u>Cost per Item</u>
I Trawl Line	\$ 73,995	41	\$ 1,804.76
II Traps	\$ 76,529	3,802	\$ 20.13
III Clips	\$ 46,470	3,667	\$ 12.67
IV Buoys	\$ 21,438	115	\$ 186.42
V Gangion Wires	\$ 14,121	9,500	\$ 1.49
VI Radar Reflectors	\$ 1,996	144	\$ 13.86
VII Anchors	\$ 4,229	98	\$ 43.15
VIII Lead Weights	\$ 535	132	\$ 4.05

The method used to compute the standard cost of the items of gear listed above is to compute all the costs for each item including Prelude Corporation labor charges to complete the manufacture and assembly of the item and to divide that total cost by the number of units completed thus arriving at the cost per unit.

5. 1. 23

EXHIBIT D

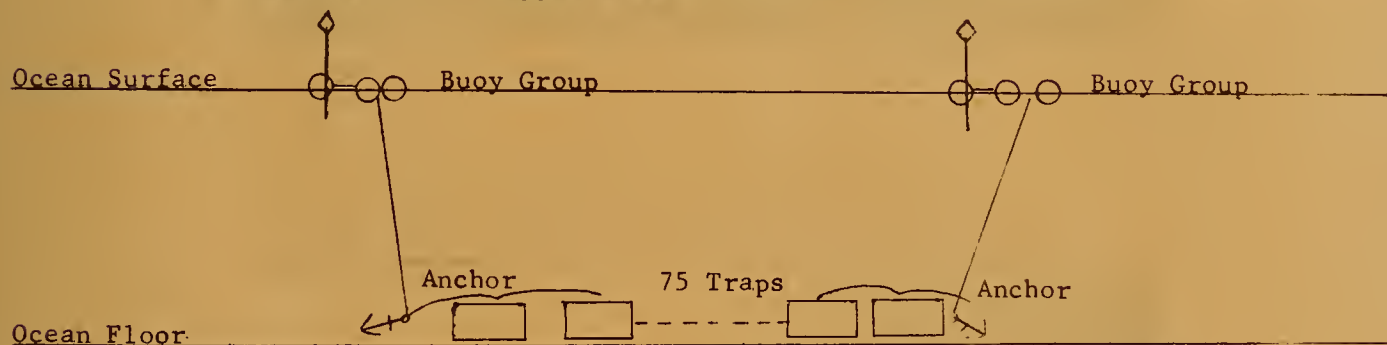
13

PRELUDE CORPORATION
Description of Lobster Trapping Gear

Typically each complete trawl line consists of the following:

<u>Item</u>	<u>Quantity</u>	<u>Unit Cost</u>	<u>Total Cost</u>
I Trawl Line (f-fathom)	12,000 f	\$ 1,804.76/\$.90	\$ 1,804.76
II Traps	75	20.13	1,509.75
III Clips	81	12.67	1,026.27
IV Buoy Groups	2	186.42	372.84
V Gangion Wires	81	1.49	120.69
VI Radar Reflectors	2	13.86	27.72
VII Anchors	2	43.15	86.30
VIII Lead Weights	4	4.05	<u>16.20</u>
Total Cost of Typical Trawl Line			<u>\$ 4,964.53</u>

At sea each trawl appears as follows:



3-1-21
EXHIBIT E

14

1. Photograph of healthy complete buoy group
(taken May 12, 1971 by U.S. Coast Guard)



2. Photograph of a buoy group which has
survived being towed under by Soviet trawler
(taken May 12, 1971 by U.S. Coast Guard)



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EXHIBIT F

PRELUDE CORPORATION
Summary of Sightings of Soviet Vessels
in Lobster Trapping Gear

<u>Number</u>	<u>Name</u>	<u>Date(s)</u>	<u>Description</u>
7172		April 1, 1971	Sighted by Coast Guard observation plane in statement by L C D R P. Murray as being in area of gear (Exhibits I & J).
7137	VASIDII	April 1, 1971	Attempted to run down <u>Wily Fox</u> which called for assistance - number and name taken by Joseph Maillet and William D. Whipple.
7122		April 1, 1971	Sighted by Coast Guard observation plane in statement by LCDR P. Murray as being in area of gear. (Exhibit J).
35-0536	KHERMAN ARBORN	May 8, 1971	Sighted by Coast Guard Cutter <u>Active</u> attempted to board but <u>Kherman Arborn</u> claimed no one spoke English. Joseph Maillet sighted towing through Trawl 15 picture taken (See Exhibit P). Coast Guard Cutter <u>Vigilant</u> sighted fishing within 10 miles of <u>Wily Fox</u> .
35-0227	AUGUST ALLE	May 10, 1971	Joseph Maillet sighted towing across Trawl #9, picture taken (See Exhibit Q). Sighted by Coast Guard plane. Coast Guard Cutter <u>Vigilant</u> sighted fishing within 10 miles of <u>Wily Fox</u> .
RE-4469		May 10, 1971 May 12, 1971	Joseph Maillet sighted towing across Trawl #4, picture taken (See Exhibit R). Joseph Maillet sighted towing across Trawl #16 Coast Guard Cutter <u>Vigilant</u> sighted fishing within 10 mile radius of <u>Wily Fox</u> .
RE-4570		May 12, 1971 May 12, 1971 May 12, 1971 May 12, 1971 May 14, 1971	Joseph Maillet sighted towing through gear. Joseph Maillet sighted lying to without lights and later during daylight (Exhibit S). Sighted by Coast Guard plane, picture taken (See Exhibit Y). Coast Guard Cutter <u>Vigilant</u> sighted fishing within 10 miles of <u>Wily Fox</u> . Joseph Cardoza sighted towing through gear.
RE-4483	SKUITE	May 12, 1971 May 12, 1971 May 12, 1971 May 14, 1971 May 14, 1971	Joseph Maillet sighted towing through gear, picture taken (See Exhibit S). Sighted by Coast Guard plane, picture taken (See Exhibit Y). Sighted by Coast Guard Cutter <u>Vigilant</u> fishing within 10 miles of gear. Joseph Cardoza sighted towing through gear. Coast Guard Cutter <u>Vigorous</u> with Wm. Chace on board sighted at 8:07 A.M.

PRELUDE CORPORATION
Summary of Sightings of Soviet Vessels
in Lobster Trapping Gear

<u>Number</u>	<u>Name</u>	<u>Date(s)</u>	<u>Description</u>
RE-4592		May 12, 1971	Joseph Maillet sighted towing through gear. Coast Guard Cutter <u>Vigilant</u> sighted fishing within 10 miles of <u>Wily Fox</u> .
RE-4585		May 12, 1971	Joseph Maillet sighted towing through gear Trawl #11, picture taken (See Exhibit T). Coast Guard Cutter <u>Vigilant</u> sighted fishing within 10 miles of <u>Wily Fox</u> .
RE-4305		May 13, 1971	Joseph Maillet sighted towing through Trawl #15 (See Exhibit U).
		May 13, 1971	Sighted by Coast Guard plane, picture taken 2 miles from gear (See Exhibit Z).
		May 13, 1971	Sighted by Coast Guard Cutter <u>Vigilant</u> at 11:55, 1.5 miles from nearest lobster buoy.
4573		May 14, 1971	Joseph Cardoza sighted towing through gear.
D18130	ALGERIB	May 20, 1971	Joseph Cardoza sighted lying to, having just hauled over gear.
645	GURVEV	May 20, 1971	Joseph Cardoza sighted towing through gear and forced it to stop and haul back, picture taken (See Exhibit CC).
8134	MIRFAN	May 20, 1971	Joseph Cardoza sighted towing through gear in a direction out and away from gear, pictures taken (See Exhibit DD).
8128	FERGANA	May 20, 1971	Joseph Cardoza watched on radar towing under Buoy #5 shortly afterwards visibly identified and pictures taken, (See Exhibit DD & HH).
		May 20, 1971	Joseph Maillet sighted towing in gear. Maillet signaled to 8128 which ignored signals and continued towing through gear (See Exhibit HH).
PM 4496		May 20, 1971	Joseph Maillet sighted towing in gear. Maillet signaled to 4496 which ignored signals and continued towing through gear.
KH4507	UGLEGORSK	May 20, 1971	Joseph Maillet sighted towing in gear. Maillet signaled to 4507 which ignored signals and continued towing through gear.
NB-3AH-AN834		May 20, 1971	Joseph Maillet sighted towing in gear. Maillet signaled to NB-3AH-AN834 which ignored signals and continued towing through gear.

PRELUDE CORPORATION
Summary of Sightings of Soviet Vessels
in Lobster Trapping Gear

<u>Number</u>	<u>Name</u>	<u>Date(s)</u>	<u>Description</u>
KH8038	MATOS BALTIKI	May 20, 1971	Joseph Maillet sighted towing in gear. Maillet signaled to KH8038 which ignored signals and continued towing through gear. (See Exhibit HH).
M5-2645	SULOY	May 20, 1971	Joseph Maillet sighted towing in gear. Maillet signaled to 2645 which ignored signals and continued towing through gear. (See Exhibit HH).
KH -4382		May 20, 1971	Joseph Maillet sighted towing in gear. Maillet signaled to 4382 which ignored signals and continued towing through gear. (See Exhibit HH).
KH -9017	OTRADNY	May 20, 1971	Joseph Maillet sighted towing in gear. Maillet signaled to 9017 which ignored signals and continued towing through gear.
0474		May 12, 1971	Coast Guard Cutter <u>Vigilant</u> sighted fishing in 10 miles of <u>Wily Fox</u> .
4578		May 12, 1971	Coast Guard Cutter <u>Vigilant</u> sighted fishing in 10 mile radius of <u>Wily Fox</u> .



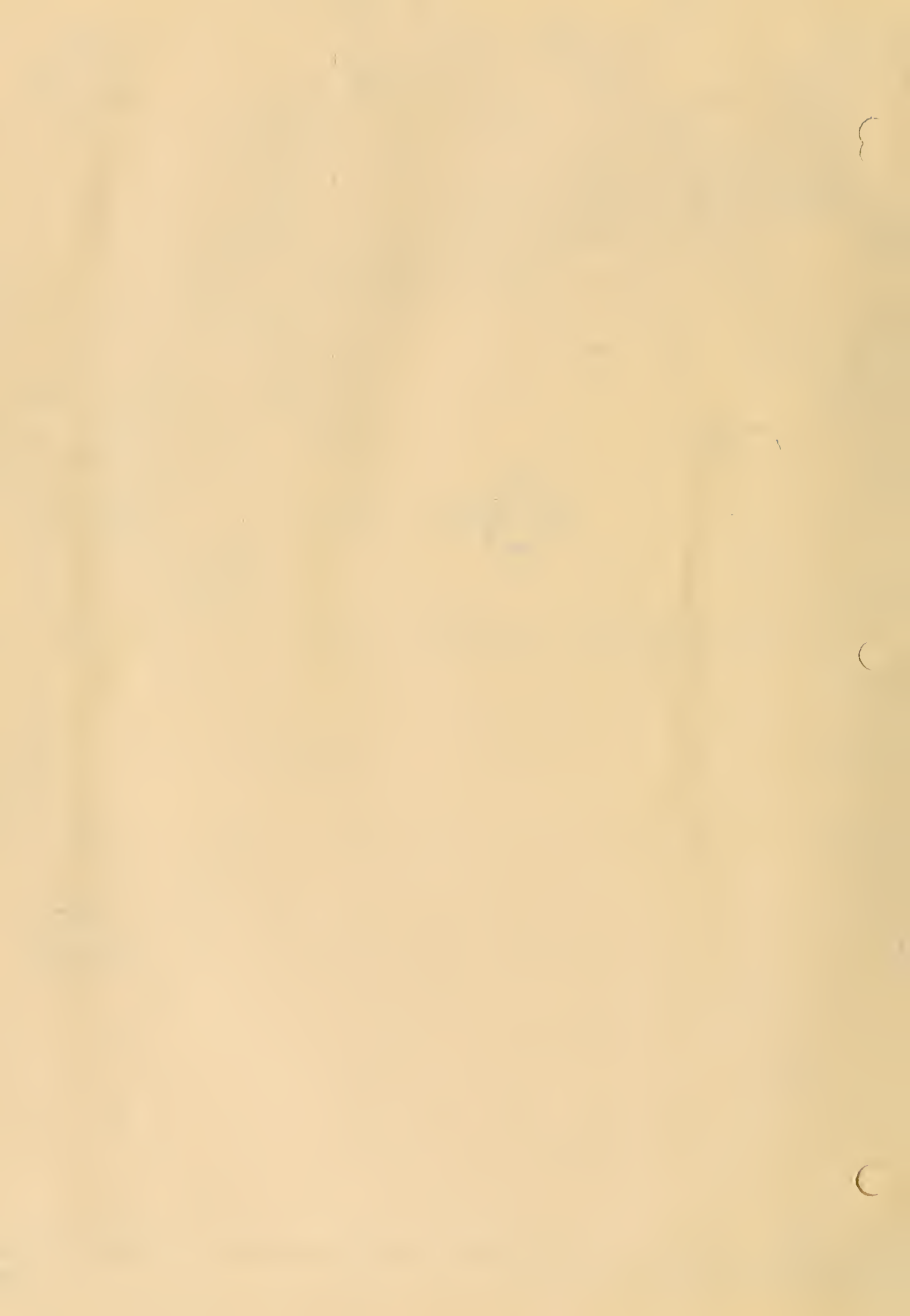


EXHIBIT HStatement of JOSEPH C. E. MAILLET

I, Joseph C. E. Maillet, 211 Tappan Street, New Bedford, am master of f/v WILY FOX, formerly New Bedford, registry number 54402, owned by Pelucchi Corporation, Cherry & White Street, Westport, Mass. I was master of f/v WILY FOX when we departed Fox Point, Providence, R.I., on 25 March 1971 for fishing trip. We arrived at our lobster gear the night of the 25th in the general area of $39^{\circ}50'W$ $69^{\circ}50'N$ $40^{\circ}W$.

We spent 26 March searching for lobster gear. We commenced actively fishing 29 March in the general area above described.

On 31 March we had 16 lobster traps laid out, covering an area 15 miles long and 10 miles wide. Each trap is approximately two miles long. Each end of each trap is marked by a buoy, with radar reflector, light, and flag. The buoy top is approximately 12 feet out of the water, with radar reflector, light, and flag at the top. The traps were approx. $\frac{1}{2}$ mile to a mile apart.

Our location is determined by Loran, using C + GS 1148 chart. The night of 31 March,

J. C. E. M.

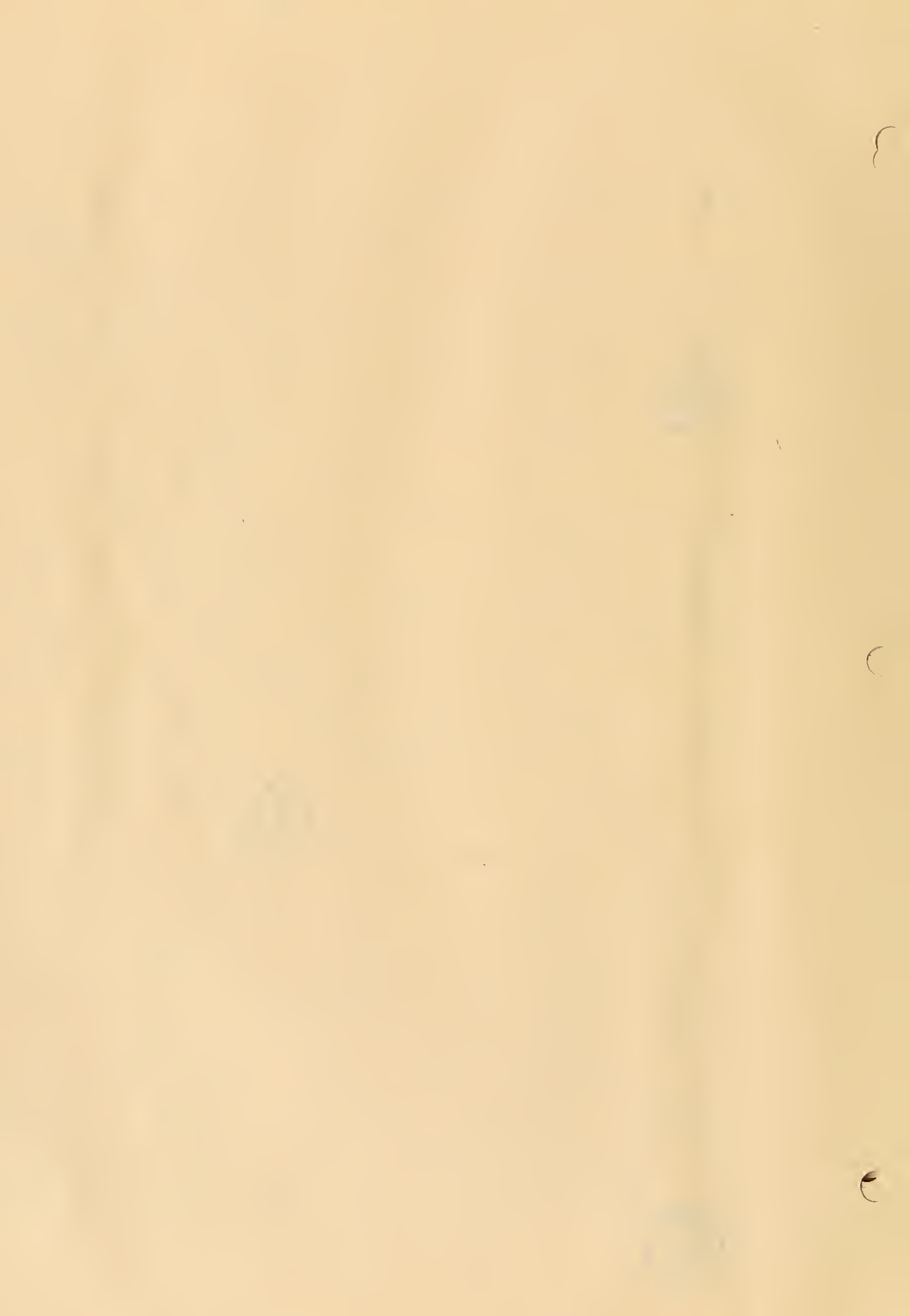
The weather was clear, 2-3 ft seas, 15 mile winds.

At 2000 L, 31 March, we started drifting in the area of our pots for the night. I turned in at 2100 L. I left orders for the man on watch to notify me whenever he sighted any boats or lights in the area of the pots.

At 2330 L, BERNARD BOLDUC, the man on watch, notified me he sighted lights in the area of the pots. I came to the bridge, started steering toward the lights. At this time I was two and a half miles from the contact by radar.

At 0005 L, April, I came alongside the contact, bearing position 143-3860, 344-5771. I was about 15 yards from the contact. I identified this as a foreign steel trawler over 200 ft. At the time the vessel was trawling through my gear. I came alongside his starboard side, he was on my port. I flipped my fishing lights and my spotlights on to signal him. When I approached him my running lights were on, mast head light, stern light (four flood light), and port and starboard lights. I flipped on my fishing lights, red over white, and directed my search light on his boat, bridge, and all over.

J. C. E. SM



I went out on the wing of the bridge to yell to him that I had gear out. There was a man on the starboard wing of the bridge. He seemed to ignore me.

The vessel was through my first line of gear, and heading it for a second line. The buoy of the second line was about half a mile from the buoy of the first line.

I went ahead of this boat and stopped at the buoy of my second line. This boat was heading for my second line, with the buoy and myself to his port. I was dead in the water at the buoy. He changed his course to the port, and came straight at me. I had gone back to my stern deck to signal him. He blasted his fog horn as he came straight at me. I ran to the bridge, put it in gear, and steamed away. The bow of the Trawler was no more than a foot from my stern.

His speed was about 5 knots. I barely pulled away in time. I steamed along behind him and called the Coast Guard (Rocky Mountain Hole).

J. C. E. M.

I stood next to the vessel, 50 feet from her port side, put my spotlight on her port side to read her number. Her numbers were large, located amidships. The number were 7137, the letters were foreign characters. BILL WHIPPLE copied down the number and letters. The paper with number is included as an exhibit to this statement. Both I and Whipple saw the number and letters, there is no doubt that they are correct.

The Coast Guard told us they were searching a captor and a cutter out. I patrolled my area to keep the vessel out, waiting for the Coast Guard.

There were ten or fifteen other foreign vessels in the general area. Several of the boats were traveling through my gear. The captor arrived in scene. Most of the trawlers left the area. The captor left to repair, and returned at daylight.

The CGC PT. Turner arrived around seven o'clock in the morning. There were no longer any foreign ships in the area. The PT Turner stood by until around 1300, with no incidents.

J. C. C. M.

There is no doubt in my mind all of my gear was clearly marked. Any vessel in the area would have to have seen these markings.

There is no doubt in my mind the freighter deliberately changed course to come at me.

Sworn to be true to the best of knowledge and belief, this third day of April, 1971.

Joseph C. E. Maillet
JOSEPH C. E. MAILLET

On this third day of April, 1971, before me personally appeared the above-signed JOSEPH C. E. MAILLET who being placed under oath stated that the above statement was true to the best of his knowledge and belief.

3 April 1971

Robert D. Routson
ROBERT D. ROUTSON, LTJG, USCG

3845
5777

Don. J. Ruppel

КВ - 71317
VASIDII
ВАСИЛИИ

РОЛОВКИН

ВАСИЛИИ РОЛОВКИН

Exhibit to Statement of
JOSEPH C.E. MAILLET
dated 3 April 1971

R. D. Martin



EXHIBIT I

100

At 0815 we departed Cape Cod for our first mission. The weather was clear and calm. We proceeded southward along the coast of Cape Cod, passing by the tip of Nantuxet Island at 0915. At 0917 an aircraft (C-47) flew over us from east to west, low altitude, and departed to the north. At 0918 we arrived on scene finding the L/B YLIP AX at position 40-11.3N, 70-13.3W and two other vessels at position 40-11.3N, 70-13.3W on a course of 265 degrees. No lights on the surface outlined the fishing area of the trawler nets belonging to the L/B YLIP AX. At that time the foreign vessel was outside of but proceeding away from the designated area. An estimated 100 vessels were within a 20-mile radius of the immediate area. We established radio contact with the L/B YLIP AX on 267.1 MHz. He directed us over the reported vessel. We descended to an altitude of 300 feet, turned on our spot light and obtained the side number of the vessel. It was 48-7172. This number did not correspond to the numbers originally given to us by RCC Boston. We then checked two other foreign vessels of the same size and description running in the immediate area. After positive identification of their numbers, 48-7123 and 48-7172 we departed scene at 0958 for COAST GUARD Cape Cod to refuel and await daylight prior to returning to the area to photograph the identified vessels. At 0958 we arrived at Cape Cod.

EXHIBIT I

8-7

At 0615Z we departed Cape Cod for our first search area. We were accompanied by the USCGC WMEC 901, the USCGC WMEC 902, the USCGC WMEC 903, the USCGC WMEC 904, the USCGC WMEC 905, the USCGC WMEC 906, the USCGC WMEC 907, the USCGC WMEC 908, the USCGC WMEC 909, the USCGC WMEC 910, the USCGC WMEC 911, the USCGC WMEC 912, the USCGC WMEC 913, the USCGC WMEC 914, the USCGC WMEC 915, the USCGC WMEC 916, the USCGC WMEC 917, the USCGC WMEC 918, the USCGC WMEC 919, the USCGC WMEC 920, the USCGC WMEC 921, the USCGC WMEC 922, the USCGC WMEC 923, the USCGC WMEC 924, the USCGC WMEC 925, the USCGC WMEC 926, the USCGC WMEC 927, the USCGC WMEC 928, the USCGC WMEC 929, the USCGC WMEC 930, the USCGC WMEC 931, the USCGC WMEC 932, the USCGC WMEC 933, the USCGC WMEC 934, the USCGC WMEC 935, the USCGC WMEC 936, the USCGC WMEC 937, the USCGC WMEC 938, the USCGC WMEC 939, the USCGC WMEC 940, the USCGC WMEC 941, the USCGC WMEC 942, the USCGC WMEC 943, the USCGC WMEC 944, the USCGC WMEC 945, the USCGC WMEC 946, the USCGC WMEC 947, the USCGC WMEC 948, the USCGC WMEC 949, the USCGC WMEC 950, the USCGC WMEC 951, the USCGC WMEC 952, the USCGC WMEC 953, the USCGC WMEC 954, the USCGC WMEC 955, the USCGC WMEC 956, the USCGC WMEC 957, the USCGC WMEC 958, the USCGC WMEC 959, the USCGC WMEC 960, the USCGC WMEC 961, the USCGC WMEC 962, the USCGC WMEC 963, the USCGC WMEC 964, the USCGC WMEC 965, the USCGC WMEC 966, the USCGC WMEC 967, the USCGC WMEC 968, the USCGC WMEC 969, the USCGC WMEC 970, the USCGC WMEC 971, the USCGC WMEC 972, the USCGC WMEC 973, the USCGC WMEC 974, the USCGC WMEC 975, the USCGC WMEC 976, the USCGC WMEC 977, the USCGC WMEC 978, the USCGC WMEC 979, the USCGC WMEC 980, the USCGC WMEC 981, the USCGC WMEC 982, the USCGC WMEC 983, the USCGC WMEC 984, the USCGC WMEC 985, the USCGC WMEC 986, the USCGC WMEC 987, the USCGC WMEC 988, the USCGC WMEC 989, the USCGC WMEC 990, the USCGC WMEC 991, the USCGC WMEC 992, the USCGC WMEC 993, the USCGC WMEC 994, the USCGC WMEC 995, the USCGC WMEC 996, the USCGC WMEC 997, the USCGC WMEC 998, the USCGC WMEC 999, the USCGC WMEC 1000.

BIT I



3.1.32

EXHIBIT J

26

Pictures taken by U.S. Coast Guard on April 1, 1971 of two Soviet trawlers nearby Wily Fox on the morning when the Wily Fox was nearly rammed by KB7137.



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FIRST C.C. DISTRICT SEARCH AND RESCUE
BOSTON, MASSACHUSETTS

CASE NR _____ PAGE _____ OF _____ MULTI-UNIT HP _____

DESCRIPTION L/B WILY FOX SAR PHASE HARRASSEMENTDATE 4-1-71 CONTROLLER LT. P.G. SMITH CFA INFO YES

DATE/TIME	SUMMARY
011429R	CCGDONE SENDS MSG TO SOVIET FLEET COMANDER INDICATING HARRASSEMENT OF L/B WILY FOX BY SOVIET TRAWLER// DIRECTED PT TURNER OBTAIN PORT OF CALL AND ETA FROM WILY FOX. ADVISE SUBJ THAT CG BOARDING TEAM WILL MEET VSL TO ASSIST IN REPORT TO STATE DEPARTMENT. AFTER OBTAINING INFO, PT TURNER RELEASED FROM CASE FOR SAR.
011456R	OWNER MR. GAZIANO CALLED STATEING HE RECEIVED VARIOUS CALLS FROM CONGRESSMEN AND REPS ASKING IF HE WAS SATISFIED WITH COAST GUARD RESPONSE AND ACTION. MR. GAZIANO STATED HE TOLD ALL PERSONS THAT HE HAS THE HIGHEST RESPECT FOR THE CG NOW AND IN THE PAST FOR ALL THE HELPEUL ASSISTANCE THEY HAVE GIVEN HIS BOATS AND IS GREATEFUL FOR WHAT THE CG HAS DONE CONCERNING THIS SITUATION.
011541R	COMDTCCOGARD REPORTS RELAYED ALL INFO TO STATE DEPARTMENT, DETACH PT TURNER AT DISCRETION. UPON RECEIPT OF REPORT WILL FORWARD TO STATE DEPARTMENT. STATE REPS INDICATE MATTER WILL BE TAKEN UP WITH SOVIET EMBASSY.
011602R	SITREP 2 AND FINAL TO COMDTCCOGARD; COMEASTAREA.

CASE CLOSED

LT. P.G. SMITH

JSCG

DUTY RCC CONTROLLER

SAR CASE NR _____

CHIEF SAR INITIALS _____

3.1.34

28

FIRST C.G. DISTRICT SEARCH AND RESCUE
BOSTON, MASSACHUSETTS

CASE NR _____ PAGE _____ OF _____ MULTI-UNIT NR _____

DESCRIPTION E/B WILY FOX CAR PHASE HARRASSMENT

DATE 4/1/71 CONTROLLER LT. P.G. SMITH CFA INFO YES

DATE/TIME	SUMMARY
010902R	CONTINUED- GAZIANO OF ACTION TAKEN BY COAST GUARD. OPERATOR OF SUBJ VSSL IS; JOSEPH MATLLET, 211 LAEAYETTE ST, NBED, MASS. 9955654. SUBJ VSSL WORKS OUT OF PROVIDENCE R.I. REGISTERED NBED.
010912R	PT TURNER SITREP 2; ON SCENE 0650R. NO FOREIGN VSSL SIGHTED. H-3F 1471 TOOK APPROX 15 PICTURES AT SUNRISE OF 3 RUS VSSL APPROX 10 MILES SSW OF WILY FOX. WILY FOX INDICATES RUS VSL #KB-7137 ENTERED HIS PLOT AREA. WILY FOX PROCEEDED UP ALONGSIDE FLASHING HIS LIGHTS INDICATING THAT HE HAD BOTTOM GEAR DOWN. GEAR HAS LIGHTS ATTACHED AND WERE IN OPERATION. WILY FOX STATES KB-7137 DISREGARDED ALL SIGS AND PROCEEDED THROUGH PLOT AREA ALSO CAUSING NEAR COLLISION WITH SUBJ VSL. DAMAGE NOT KNOWN UNIT GEAR HAULED IN. VSSL INTENDS TO REMAIN FISHING.
011103R	DIRECTED CGC PT TURNER REMAIN ON SCENE.
011222R	SITREP ONE TO COMDT COGARD, COMEAST AREA, NINES GLOU.
011257R	DIRECTED CGC PT TURNER DEPART SCENE. PROCEED ON CAR.
011335R	GRU WOODS HOLE ADVISES TRAWS ON SUBJ VSL ARE 1-2 MILES LONG. MARKED ANY ON EITHER END. IF VESSEL CAME THRU, HE WOULDN'T KNOW TRAWS WERE DOWN UNLESS HE CAME UPON MARKER. TRAWLS COVER 30 SQUARE MILE AREA. NBED. BOAT WENT THRU AREA THIS MORNING.

SAR CASE NR _____

CHIEF SAR INITIALS _____

FIRST C.G. DISTRICT SEARCH AND RESCUE
BOSTON, MASSACHUSETTS

CASE NR _____ PAGE 1 OF _____ MULTI-UNIT NR _____
DESCRIPTION L/B WILEY FOX SAR PHASE HARRASSMENT
DATE 4/01/71 CONTROLLER LT K.N. RYAN CFA INFO YES

DATE/TIME	ACTIVITY
010050R	REC CALL FROM COMGRU WOODS THAT THE L/B WILEY FOX RPTD THAT RUSSIAN TRL RUNNING THROUGH LOBSTER POT. POSIT 5.4 MI S NANTUCKET LORAN 1H3 3840 3H4 5873.
010125R	CCGDONE DIRECTED CGC PT TURNER TO PROCEED AND INVESTIGATE.
010140R	CCGDONE DIRECTED CGAS CAPE COD TO LAUNCH SUITABLE A/C TO INVESTIGATE.
010201R	CCGDONE SENT MSG EXPLAINING CASE. CGAS CAPE COD DIRECTED TO LAUNCH SECOND A/C TO BE ON SCENE FIRST LIGHT FOR PICTURES.
010236R	COMGRU WOODS HOLE ADVISED OF CASE. REQ CCGDONE ASSUME SMC
010237R	CGC PT TURNER UNDERWAY TO INVESTIGATE AT 0153R. CHOPPED TO CCGDONE. ETA ON SCENE 0647R. GUARDING 2670 KHZ.
010302R	CGAS CAPE COD ADVISES CG 1471 A/B 0217R. ETA 0258R.
010532R	CGAS CAPE COD ADVISES CG 1471 DPTD SCENE 0345R ARR 0430R. LOCATED WILEY FOX 40-11N 70-15W, RUSS STERN TRL NR 8-7172-40-09N 70-15W U/W HDG 265 MAG. PLAN REFUEL AND RTN FOR PICTURES. ETA 0540R.
010547R	CGAS CAPE COD ADVISES CG 1471 DPTD 0512R.
010854R	CGAS CAPE COD ADVISES CG 1471 RTND CAPE COD.
010902R	MR. JOSEPH GAZIANO, PRESIDENT OF PRELUDE CORP, BOX 296 WESTPORT R.I. PHONE 636-4092. CALLED AND CONCERNED ABOUT HIS BOAT. ADVISED MR.

SAR CASE NR _____ CHIEF SAR INITIALS _____

617-223-3630

5921

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From: Commander, First Coast Guard District
To: Commandant (OLE)

Subj: Alleged Harassment of United States F/V WILY FOX (504-024);
information concerning

1. On 1 April 1971 the First Coast Guard District received a call from the United States F/V WILY FOX stating she was being harassed by a foreign trawler approximately 50 miles south of Nantucket Island. The WILY FOX stated this foreign trawler had trawled through her gear, and had caused a near collision.

2. The First District dispatched a helicopter and a cutter to the scene to investigate. The helicopter arrived on scene approximately three hours after the initial call was received, and found three Soviet trawlers in the immediate vicinity of the WILY FOX. The WILY FOX directed the helicopter over the suspected offender. The helicopter identified this vessel as a Soviet trawler, number 7172. The WILY FOX had initially identified the trawler as Russian or Polish with the number 7137. It is felt this initial identification by the WILY FOX was positive. The discrepancy can be explained in that the WILY FOX attempted to keep track of the offender by radar. The master reported there were ten or fifteen foreign vessels in the area. Over the three hour period the WILY FOX apparently lost track of the offender. The helicopter departed the scene to refuel, returned on scene at dawn, approximately two hours later, and took photographs of the three closest Soviet trawlers.

3. The CGC PT. TURNER (WPB 82365) arrived on scene approximately seven hours after the initial call. At this time there were no foreign vessels in the immediate vicinity of the WILY FOX. The CGC PT TURNER stood by the WILY FOX approximately six hours without incident.

4. The WILY FOX was boarded upon arrival at port on 10 April 1971. At this time the investigating officer talked to the owner, the Master, and members of the crew, and took a statement from the Master. The Master and owner related the lobster gear was marked in accordance with the North Atlantic Fisheries Convention (the Convention on North Atlantic Fisheries Conduct of 17 March 1967), insofar as practical. The crew members who were interviewed had nothing to add to the Master's statement. They were asked if there were any provocative actions by any member of the fishing vessel's crew, to which they all responded with a categorical "No".

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Subj: Alleged Harassment of United States F/V WILY FOX; (504-024);
information concerning

5. All statements, correspondence, message traffic, and information
pertinent to this case are forwarded, as enclosures, for your review
and presentation to the State Department.

W. E. MURPHY

By direction

Encl: (1) Statement of Joseph MAILLET (Master) WILY FOX
(2) Statement of LCDR P. MURRAY (CG Helicopter pilot)
(3) Mr. J. S. GAZIANO, President Prelude Corp. ltr of 7 APR
w/encls.
(4) F/V WILY FOX message traffic concerning
(5) CCGDONE (osr) case summary
(6) Photos (3)

WCCC
 WC CC DE BC
 O 011515Z APR 71
 FM CCGONE
 TO WC/COMDT COGARD
 INFO CC/COMZASTAREA
 CG/NMFS GLOUCESTER
 CC/CCEDTHREE

BT

UNCLAS

O TO OLC

SITREP ONE ALLEGED HARASSMENT OF U.S. L/B WILY FOX

1. SITUATION:

A. 010555Z CCGPU WOODS HOLE RECEIVED CALL FROM L/B WILY FOX STATING THEY WERE BEING BOTHERED BY A RUSSIAN OR POLISH TRAWLER OVER 230 FEET LONG ABOUT 52 MILES SOUTH OF NANTUCKET ISLAND. WILY REPORTED TO BE RUNNING THROUGH L/B GEAR CAUSING TWO NEAR COLLISIONS. DISC OF TRAWLER APPROX 230 FEET LONG REG NR KB-7137 - GRAY HULL.

2. ACTION:

A. 010525Z CGC PT TURNER DIRECTED TO PROCEED AND INVESTIGATE.
 B. 010540Z COGARD AIRSTA CAPE COD DIRECTED TO LAUNCH AIRCRAFT TO PROCEED AND INVESTIGATE.
 C. COGARD AIRSTA CAPE COD DIRECTED TO LAUNCH SECOND AIRCRAFT TO BE ON SCENE FIRST LIGHT FOR PICTURES OF INCIDENT.
 D. HH-3F 1471 ON SCENE 010800Z LOCATED WILY FOX 40-17N, 70-01W, RUSSIAN STERN TRAWLER NUMBER 3-7172 AT 40-09N 70-15W, UNDEVELOPED HEADING 265 MAG. DEPARTED SCENE 010845Z. WHEN F/V 3-7172 ILLUMINATED BY HH-3F WILY FOX IDENTIFIED IT AS OFFENDING VESSEL.
 E. CGC PT TURNER ON SCENE 011150Z POSITION 40-10N 70-00W. NO FOREIGN VESSELS IN AREA.

1. WILY FOX STATED TO CGC PT. TURNER THAT 012300Z WHEN 71 FOREIGN VSL NR KB-7137 ENTERED HIS PLOT AREA WHICH HE STATED COVERS AN AREA 15 MILES BY 15 MILES CENTER OF SQUARE BEING 40-17N 70-00W. WILY FOX PROCEEDED UP ALONGSIDE FLASHING RED LIGHTS AND INDICATING THAT HE HAD BOTTOM GEAR DOWN. WILY FOX STATES THAT POT MARKERS HAVE FLASHING LIGHTS ATTACHED AND WERE IN OPERATION.
 2. WILY FOX STATES THAT KB-7137 DISREGARDED ALL STOPPING AND PROCEEDED THROUGH HIS PLOT AREA ALSO CAUSING NEAR COLLISION WITH WILY FOX. WILY FOX WILL NOT KNOW TOTAL DAMAGE TO FIGHTING BOAT UNTIL 2 APR 71 WHEN HE HAULS HIS POTS.
 3. CCGONE NOTES DISCREPANCY BETWEEN HULL NUMBER REMD BY WILY FOX AND THAT OBSERVED BY CG-1471 AND WILL RESOLVE.
 F. CG 1471 ON SCENE APPROX 011122Z AND TOOK APPROX 12 PHOTOS OF 3 RUSSIAN TRAWLERS APPROX 10 MILES SSW OF WILY FOX. PICTURES NOW BEING DEVELOPED BY CCGONE.
 G. NMFS GLOUCESTER ADVISED OF SITUATION.

3. PLANS:

A. INTEND DETACH PT TURNER 011700Z FOR OTHER SAR CASE.
 B. BOARD WILY FOX ON RETURN NEW BEDFORD MASS TO TAKE STATEMENTS.
 C. SUBMIT FULL REPORT TO COMDT (OLE). COPY TO NMFS.

4. CASE PENDS.

ORIG: O

BT
 01/1635Z (SARLANT)

TOD: 30/011648Z/CE/WT

OSR
 OIL
 M, COM, COM PROV, DPT
 DL, DCS

J.W.H.

OS DE ONK

ON DE OS NR03
WH DE OS

O 010045Z APR 71
FM COGARD AIRSTA CAPE COD
TO CCGDOME
INFO COMBRU WOODS HOLE
BT
UNCLAY
HARRAMENT OF L/S WILEY FOX
TC O

1. NR-31 1471 DPTD SCENE 0345R, ARRIVED 0430R.
2. LOCATED WILEY FOX 40-11N, 73-09W, ROSS STEIN TRL
NUMER 8-7172 AT 40-09N, 73-15W, UNDERWAY HEADING 200 DEG.
3. PLAN REFUEL AND RETURN FOR PICTURES. ETA ON SCENE 0540R.

BT
TOD 01/1301Z APR 71 WDS KK
OS DE WH R NR // GM AR
DE ON R 03 BL AR

ACT:

OSR

CIL
M
CCMI
CCMI PROV
DPI
DL
DCS
O

B.L.

ON DE WH ZBO 20 EEEE ZBO 2P ON OS INT K
DE ON K

ON DE WH NR 08
OS DE WH

P 010720Z APR 71
FM CONGRU WOODS HOLE
TO CCGDUNE
INFO OS/CCAS CAPE COD
ZEN/CGC PT TURNER
BT

UNCLAS

HARRASSMENT OF 101 FT LOBSTER BOAT WILEY-FOX SITREP ONE

1. SITUATION

A. 0050R RECV CALL 2182 KHZ FROM SUBJ VESSEL STATING THAT THEY WERE BEING BOTHERED BY A RUSSIAN OR POLISH TRAWLER OVER 200 FT LONG ABOUT 50 MILES SOUTH OF NANTUCKET LORAN BEARINGS 1M3 3340 3M4 5375. VSL REPORTED TO BE RUNNING THROUGH L/S CREEK AND CAUSING TWO NEAR COLLISIONS.

B. DESC OF TRAWLER APPROX 200 FT LONG REG NR. KB-7137, GRAY HULL.

2. ACTION

A. CGC PT TURNER DIRECTED TO PROCEED AND INVESTIGATE.

3. PLANS AND RECOMMENDATIONS

A. REQUEST YOU ASSUME SMC OF CASE.

BT

ACT: OSR

TOD ON OS 010723Z APR 71 GM K
DE OS RGR WES AR
DE ON R NR03 FT

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7 11 71

ON DE IN NR 00
OS DE IN

P 010633Z APR 71
FM CGC FT TURNER
TO CGCDONE
INFO COMNAV WOODS HOLE
INFO CGC CAPT COE

BT
LIGLAN

SITREP ONE HARRASSMENT OF L/B WOODS HOLE - POK.

1. SITUATION

A. WIPER ROVE INFO FROM CGCDONE 100 VIA L/L 11. PROCEED AND
INVESTIGATE HARRASSMENT OF STAG WOODS HOLE BY POLARIS WIPER. DL RE-
TROT IN PSJ 140-3040 3K4 5378.

B. WIPER TO CGCDONE

2. ACTION TAKEN

A. WIPER DEPARTED CG BASE WOODS HOLE TO INVESTIGATE. STAG WOODS HOLE
2673 INZ IN LINE OF 2674 INZ.

3. CASE PENDING.

BT

TOD ON OS 010730Z APR 71 GM 1
DE OS RGR WES AR
DE ON R NR09 FT

ACT: DER

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OPI
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OCMI
OCMI PROV.
DL
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FT

OS WH DE ON

OS NR03
WH NR03

P 010652Z APR 71
FM CCGDONE
TO CGAS CAPE COD
COMGRU WOODS HOLE
INFO WH/CSG PT TURNER
BT

UNCLAS

HARRASSMENT OF L/B WILLIE FOX

1. SITUATION:

A. THE 101 FT L/B WILLIE FOX RPTS RUSSIAN OR POLISH TRAWLER
OVER 200 FT TRAWLING THRU GEAR AND CAUSING TWO NEAR COLLISIONS
IN POSIT 40-28N 69-52W.

2. ACTION:

A. GROUP WOODS HOLE DIRECT CGC PT TURNER PROCEED AND INVESTIGATE.
CHOP CCGDONE WHEN U/W.

B. CGAS CAPE COD LAUNCH SUITABLE ACFT PROCEED AND INVESTIGATE.

C. CGAS CAPE COD LAUNCH SECOND ACFT TO BE ON SCENE FIRST LIGHT
FOR PICTURES OF INCIDENT THEN SHIP FILM TO CCGDONE FOR PROCESSING
BY CG PHOTOGRAPHER.

BT

TOD 010657Z APR 71 FT
ON DE WH R NR 03 &. -GM AR
DE OS R NR0233 EEE 03 WES AR

ORIG: OSR (K.N.R.)

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OCMI PROV
DCS
DL
OIL



REPORT OF GEAR/VESSEL DAMAGED OR DISABLED BY FOREIGN FISHING ACTIVITY

1. Name of U.S. vessel WILY FOX Home Port NEW BEDFORD, MASS.
2. Name of captain JOSEPH C. E. MAILLET Address 211 LAFAYETTE ST.
NEW BEDFORD, MASS.
3. Name of owner PRELUDE CORPORATION Address CHERRY & WEBB ROAD
WESTPORT, MASS.
4. Name/number of foreign vessel UNKNOWN Home port UNKNOWN
5. Name of captain UNKNOWN Address _____
6. Name of owner UNKNOWN Address _____
7. Date of loss/damage 30 APRIL 71 Time APPROX. 0100 Q
8. (a) Position of occurrence 39 58N 71 20W
(b) If vessel damaged, how returned to port N/A
9. Weather conditions at time of occurrence CLEAR / VERY CALM
10. Number of days/hours actual fishing before occurrence 6 DAS.
11. Number of days normally fished per trip 7-8 DAS.
12. Number of days lost due to occurrence N/A
13. Type of loss/damage LOBSTER FISHING GEAR
14. Damage to gear/vessel ESTIMATE OF FINANCIAL LOSSES TO
BE SUBMITTED BY CORPORATION SEPARATELY.
15. Cost of replacement/repairs SAME AS ABOVE
16. Loss financially to crew and vessel due to occurrence SAME AS ABOVE

17. Date returned to fishery N/A
18. Were there any other foreign/U.S. vessels within ¹²three miles of occurrence? 14-18 SOVIET VSLs.
19. Were required fishing lights/day signals in use by U.S. vessels? No, STEERING by foreign vessel? YES
20. Could occurrence have been avoided? YES
21. Did foreign/U.S. vessel stop immediately to ascertain if damage/damage was done? No.
22. Was U. S. Coast Guard notified immediately at time of occurrence? No.
NOTIFIED AFTER RECOVERED DAMAGED GEAR, APPROX. 8 HRS.

23. Remarks: I had two trawls, approx. 1 3/4 mile long, 80 lobster pots each, each end marked by buoy, flag, radar reflector, and light, approx. point. 3958N 7120W. I was steering west to recover these two trawls, picked up the buoys on radar at distance of 6 miles. I could see the lights of fishing vessels in the area of my trawls. I saw two buoys disappear from my radar screen. When I got to my trawl's area, I saw a fleet of foreign fishing vessels towing east from my area. I steamed

~~Sworn to be true to the best of knowledge and belief, this day of _____, 1971.~~

~~Signature - Printed name~~

~~On this _____ of _____, 1971, before me personally appeared the above signed _____ who being placed under oath stated that the above statement was true to the best of his knowledge and belief.~~

~~DATE~~

~~Signature - printed name, rank, etc.~~

STATEMENT OF J.C.E. MAILLET, MASTER, U.S.F.V WILLY FOX.

DTD 4 MAY 1971

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through the middle of the fleet, saw that it consisted of 14-15 Soviet vessels. I returned to recover my gear. I had lost approx. 133 lobster pots, 2500 fathoms of line, 2 buoys, and 2 anchors.

Sworn to be true to the best of my knowledge and belief, this fourth day of May, 1971.

Joseph C.E. Maillet

On the fourth day of May, 1971, before me personally appeared the above - signed JOSEPH C.E. MAILLET who being placed under oath stated that the above statement was true to the best of his knowledge and belief.

4 May 1971

3.5.72

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AFFIDAVIT

State of Massachusetts

County of Bristol

I, Joseph C. E. Maillett
(Full name)
New Bedford, Massachusetts

of 211 Lata Street
(Address)

being first duly sworn, do depose and say as follows:

master of the lobster pot fishing vessel Wily Fox arrived at 4.4 at Latitude
Longitude 69° 50' W. about 32 miles from Nantucket Light Ship at 10 30 E.D.
observed about 20 Soviet fishing vessels in the area where I had lobster traps
fishing. This observation was made on May 7, 1971. We set to work hauling
#9, no pots were missing, but the end mark buoy was gone along with 150 fathoms
3/4" polypropylene line with anchor and two Norweigan floats and buoy were
trawl #14, we found the middle of the trawl missing. This accounted to 32 miles
500 fathoms of 3/4" polypropylene line lost. This gear was lost in water between
100 and 200 fathoms deep. I moved the rest of the lobster traps into shoaler water
in an attempt to prevent any further loss.

On May 8, 1971 there was no problems, because I was fishing in shoaler waters
north from the Soviet trawlers. On May 9, 1971, I was still in the same area as
the previous day when I observed a Soviet stern trawler touring a trawl net
the south in the direction where my traps were set. This vessel was identified as
the Kherman Arbon No. ZB-0536. The U.S.C.G.C. Active was in the area and I called
it, and stated that there was a Soviet trawler in among my traps and I was going to
investigate.

Witnesses: *Joseph S. Gagnier*

Joseph C. E. Maillett
(Signature of Deponent)

Subscribed and sworn to before me, ~~a Notary Public in and for said County and State,~~ a Federal
employee acting under provisions of 5 U. S. C. 521,* this 17th day of May, 19 71.

Ernest J. Medico
(Signature and Title of Officer)
Fisheries Management Supervisor

(SEAL)

approached the Kherman Arbon to warn that it was working where my traps were set. They ignored me completely and waved me off. At this time, the Soviet vessel was proceeding between two of my mark buoys which were about 100 feet apart. As it passed I observed one of the buoys sink underwater, obviously having been fouled by the Soviet trawl gear.

I proceeded to haul this string of traps (No. 15) and found 50 fathoms missing, the buoy was missing, one Norwegian float and buoy ballast was also missing. This vessel was mid-water trawling, consequently no traps were lost. On this further gear was lost, however, I lost considerable fishing time standing by the Soviet trawler until the C.G.C. Active arrived on scene.

On May 10, 1971 another Soviet stern trawler the August Alle (ZB-0277) was observed touring across trap trawl No. 9. Again I tried to warn them and was ignored completely. Once again the complete end marking assembly was lost. This amounted to 154 fathoms of line, buoy, Norwegian float and ballast. I called the Coast Guard, Woods Hole, and a helicopter was sent out. The aircraft arrived about noon-time. By this time the visibility was poor. The helicopter could not find the August Alle in the poor visibility.

I proceeded to haul trap trawl No. 4, about one-quarter mile away from trap No. 9 and observed a Soviet side trawler RE-4469 fishing bottom gear. I warned him that I had lobster traps in the area and he hauled his gear and left us. As I hauled this string of traps I found it was cut in the middle and 12 traps were missing.

On May 11, 1971 I found trap trawl No. 14 cut in the middle. This loss amounted to 500 fathoms of line gone and 32 lobster traps lost. At this time 1820 E.D.T. I observed the Soviet side trawler RE-4469 in among my lobster gear. I came alongside and warned him of his position. They asked me if I could speak Russian or German. While alongside I observed Norwegian floats with my marks on them, up on the vessels bridge.

Joseph EC Maillat

I proceeded to haul trap trawl No. 18 and found that this string had been dragged from where it had been set and that two lobster traps and one anchor were missing.

On May 12, 1971 at daylight, I observed approximately 15 Soviet side trawlers in among my traps. I was hauling trap trawl No. 7 and found a complete end assembly missing and two lobster traps lost. At trawl No. 16, I found it was cut in the middle and eight traps lost. Again I went alongside of Soviet side trawler RE-4570 to warn him. He departed without any communication. I called the Coast Guard and two aircraft were sent out to the area. During this time I identified the following Soviet vessels: RE-4570, RE-4483, RE-4592, RE-4469 and RE-4585. While I was identifying those vessels mentioned I observed the RE-4585 setting its trawl gear across one of the mark buoys and saw the buoy being towed under. Communication was attempted but was waived off. I proceeded to haul gear in this area and found trap trawl No. 11 missing the end marker consisting of 105 fathoms of line, the mark buoy, Norwegian float and ballast.

At trawl No. 10, I found 100 fathoms of line and 15 traps lost. This string had been cut in the middle. There was considerable amounts of Soviet trawl netting tangled on the lobster traps retrieved on this string. At trap trawl No. 12, I found 100 fathoms of line and 10 traps lost.

At night on this day a Soviet trawler with fishing lights on was observed fishing among the lobster traps. I approached to within a quarter mile as the vessel hauled its trawl. It steamed approximately one mile west from the set traps and stopped and put out his lights. The U.S. C. G. C. Vigilant identified the Soviet as the RE-4570.

On May 13, 1971 I found trawl No. 5 had been cut in the middle and six lobster traps lost; trawl No. 8, 250 fathoms of line and 2 traps lost. In the meantime, I observed the Soviet trawler RE-4305, towing through my set traps. I called the U.S.C.G.C. Vigilant and reported this. A Coast Guard plane was also sent out to the area. At trawl No. 15, I found 200 fathoms of line and eight traps lost. At this

Joseph C C Maillet

point my time at sea was terminated as the company sister vessel Pat-San-Marie arrived on the scene. While at sea I hauled only about one third of the company lobster traps. The Pat-San-Marie will have a complete report of the present damage and loss upon its return on or about May 21, 1971. On May 10, 1971 two East Coast trawlers were observed and identified as ROS-312 and Bodo VHSE, were warned of our traps and they departed without further trouble.

Joseph C. C. Maillet

3-11-71

EXHIBIT P

Picture of Soviet trawler Kherman Arbon 35-0536 described in Exhibit O, taken May 9, 1971 by Joseph Maillet from Wily Fox. Trawl Number 15 described in Exhibit O was actually hauled on May 10, 1971 and incident actually occurred May 8, 1971.



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EXHIBIT Q

Picture of Soviet trawler August Alle 36-0227 described in Exhibit O, as towing through Trawl 9. Taken May 10, 1971 by Joseph Maillet from Wily Fox. Trawl 9 was later identified on fishing report to be in fact Trawl 5.



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EXHIBIT R

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Picture of Soviet trawler RE4469 described in Exhibit O towing through Trawl 4. Taken May 10, 1971 by Joseph Maillet from Wily Fox. Trawl 4 described in Exhibit O was actually hauled on May 11, 1971.



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EXHIBIT S

Pictures of Soviet trawlers 4570 and 4483 described in Exhibit O as being in area, taken May 12, 1971 by Joseph Maillet from Wily Fox.



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EXHIBIT T

Pictures of Soviet trawler 4585 described in Exhibit O setting its nets across Trawl 11, taken May 12, 1971 by Joseph Maillet from Wily Fox.



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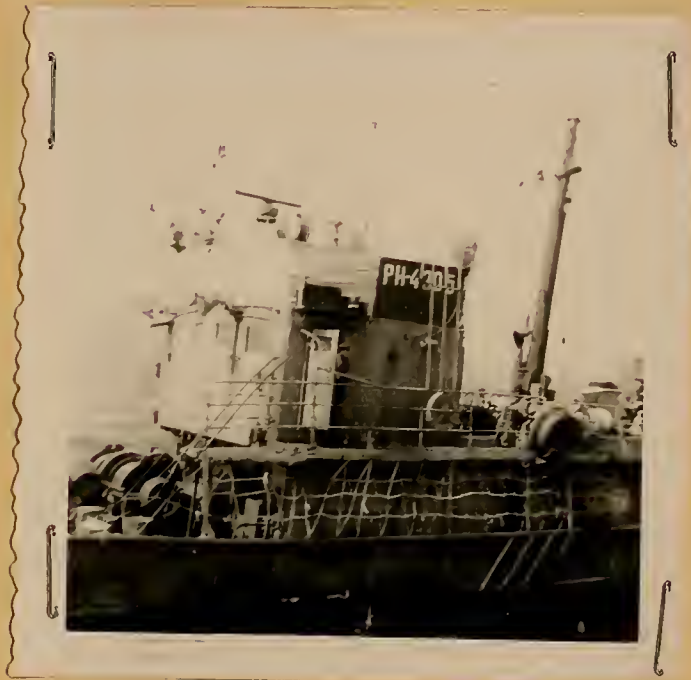
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Picture of Soviet trawler 4305 described in Exhibit O towing through traps, taken May 13, 1971 by Joseph Maillet from Wily Fox.



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P 001542Z MAY 71
FM CCG ACTIVE
TO CCGDOME
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TC O

SITREP ONE POSSIBLE HARASSMENT OF TV WILY FOX

1. SITUATION:

11050 RECEIVED CALL ON 2182 KHZ FROM LOBSTER
BOAT WILY FOX REPORTING A FOREIGN TRAWLER DESTROYING HIS
LOBSTER TRAPS VICINITY VENTCH CANYON.

2. ACTION: PROCEEDING TO INVESTIGATE. ETA 12000

BT

100 OS 08/16200 MAY 71 PV K
DE OS R EL RGR WES AR
RE DE ON NREE NR NR 18 MC AR

ACT: OSR

OIL DL DRI

O

DCS M

MC

COPIES

ON DE PG NR18
OS DE MF

P 081628Z MAY 71
FM CGC ACTIVE
TO ON/CCGDONE
INFO OS/CGAS CAPA COD
ZEN/CCGDTHREE
ZEN/COMTEASTAREA CGARD
BT
UNCLAS
TO O

ACT: 0 16 51 '71
OSR

OIL
DL M
DPI DCS
O

SITREP TWO POSSIBLE HARASSMENT

1. SITUATION: RDVU WITH FV WILY FOX AND SOVIET ST. TRL KHEEMAN
ARBON, ZB-0536, HOMEPORT TALLIN, ESTONIA IN POSIT 59-58.5N,
59-34.5W

2. ACTION: ESTABLISHED COMMS WITH TRL ON 156.3 MHZ AND INTL FLAG
HOIST. INTEND TO ASK PERMISSION TO BOARD TO DISCUSS LOBSTER
FISHERIES.

2. CASE PENDING
BT

TOD ON OS 08/1652Z MAY 71 PW K
MF DE OS R JM 4AR
MFDE ON R NR 18 MC AR

MC

ON D
E

MAY 8 10 11 '71

MF NR21

P 081733Z MAY 71
FM CGC ACTIVE
TO CCGD ONE
INFO CGAS CAPE COD
CCEDTHREE
COM EAST AREA

BT
UNCLAS
TO O

SITREP THREE POSSIBLE HARASSMENT OF FM WILY FOX

1. SITUATION: SOVIET IRL ARBON ADVISES BY INTL CODE
OF SIGNALS THAT HE IS FISHING WITH A FLOATING TRAWL.
HE ALSO ADVISES THAT HE CANNOT COMMUNICATE IN ENGLISH, SPANISH
OR GERMAN AND THAT HE HAS NO RADIOTELEGRAPH, 500 KHZ.

2. INTENTIONS: DUE TO LACK OF COMMUNICATION BETWEEN VESSELS,
UNABLE TO GAIN PERMISSION TO BOARD. PROCEEDING TO WILY FOX
POSIT TO BOARD

3. CASE PENDING

BT

KK

TO: 08/1809Z MAY 71 LS K
MF DE ON R NR 21 MC AR

ACT: OSR

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DPI
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DCS

MC

3-1-57

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MAY 8 19 01 '71

80 DE ON NR 16
-T- NMFS

WCWCCOC

WC CC DE BC

P 081834Z MAY 71
FM CCGDONE
TO WC/COMDT COGARD
INFO CC/COMEASTAREA COGARD
ZEN/NMFS GLOUCESTER
BT

UNCLAS

SITREP ONE POSSIBLE HARASSMENT F/V WILY FOX

1. SITUATION:

A. 1105Q CGC ACTIVE RCVD CALL ON 2182 KHZ FROM LOBSTER BOAT WILY FOX REPORTING A FOREIGN TRAWLER DESTROYING HIS LOBSTER TRAPS VICINITY VEACH CANYON APPROX 39-59N 69-35W.

B. ACTIVE PROCEEDING TO INVESTIGATE. ETA 1200Q.

2. ACTION:

A. 1228Q CGC ACTIVE RDVU WITH F/V WILY FOX AND SOVIET STERN TRL KHERMAN ARBON, ZB-0536, HOMEPORT TALLIN, ESTONIA.

B. CGC ACTIVE ATTEMPTING TO ESTAB COMMS WITH TRL, INTEND TO ASK PERM TO BOARD TO DISCUSS LOBSTER FISHERIES.

C. 1330Q SOVIET TRL ARBON ADV BY INTERNATIONAL CODE OF SIGNALS THAT HE IS FISHING WITH FLOATING TRAWL, UNABLE TO COMMUNICATE FURTHER DUE TO LANGUAGE BARRIER.

D. ACTIVE PROCEEDING TO OBTAIN REPORTS FROM WILY FOX.

3. CASE PENDING

BT

081850Z SARLANT

ORG: OSR

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DPI

OLL

M

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DCS

QXK

QXK

MC

NNNN

TOD BC 08/1852Z MAY 71 MC K

DE RD R NR16 NC PSE R/R

MAY 8 20 20'71

ON OS DE MF P REPERF INT ORV K
DE ON K

ON DE MF NR23
OS DE MF

P 081512Z MAY 71
FM CGC ACTIVE
TO CCDONE
INFO CGAS CAPE COD
CCGDTHREE CC
COMEASTAREA CC
BT
UNCLAS
TO O

SITREP FOUR AND FINAL POSSIBLE HARRASSMENT OF FV WILY FOX
1. SITUATION: AS BEFORE
2. ACTION: BOARDED FV WILY FOX IN POSIT 39-37N 69-37W
OBTAINED STATEMENT FROM CAPTAIN OF ALLEGED HARRASSMENT.
HE STATED THAT HE IS NOT SURE IF HIS GEAR IS DAMAGED
BUT HE SAW THE ARBOM TRAWL THROUGH HIS RECENTLY
LAID TRAPS CLOSE ABOARD TO AN END MARKER
3. INTENTIONS: INTEND RESUME LOBSTER FISHING SURVEY EASTWARD.
4. CASE CLOSED.
BT

TOD 08/2008Z MAY LS K
MF DE-OS R JM AR
MF DE-ON R NR 24 MC AR

032020Z SARLANT//CC//MC

MC

ACT: OSR
O
DPI
OIL
DL
M
DCS

BO DE ON NR 18
-T- NMFS

MAY 0 21 1971

P 082059Z MAY 71

FM CCGDONE

TO WC/COMDT COGARD CC

INFO CC/COMEASTAREA COGARD WC

ZEN/NMFS GLOUCESTER

BT

UNCLAS

SITREP TWO AND FINAL POSSIBLE HARASSMENT F/V WILY FOX

1. SITUATION:

A. AS BEFORE

2. ACTION:

A. CGC ACTIVE BOARDED V/V WILY FOX IN POSIT 39-37N 69-37W. OBTAINED STATEMENT FROM MASTER OF ALLEGED HARASSMENT. HE STATED THAT HE IS NOT SURE IF HIS GEAR IS DAMAGED BUT HE SAW THE ARBON TRAWL THROUGH HIS RECENTLY LAID TRAPS CLOSE ABOARD TO AN END MARKER.

3. CASE CLOSED.

BT

TOD BO 082117Z MAY 71 MC K

ON DE BO R NR18 STAR

TOD WC/CC 082020Z MAY 71 MC

ORG OSR

O

DL

DPI

M

OIL

DCS

MC

KR

MAY 0 20 20'71

ON OS DE MF P REPERF INT QRV K
DE ON K

ON DE MF NR23
OS DE MF

P 081912Z MAY 71
FM CGC ACTIVE
TO CCDONE
INFO CGAS CAPE COD
CCGDTHREE CC
COMEASTAREA CC
BT
UNCLAS
TO C

CORRECTED COPY

UNDERLINED PORTION CHANGED TO READ
AS SHOWN (39-57N VICE 39-37N)
SVC 091820Z MAY 71 CR

SITREP FOUR AND FINAL POSSIBLE HARRASSMENT OF FV WILY FOX

1. SITUATION: AS BEFORE
 2. ACTION: BOARDED FV WILY FOX IN POSIT 39-57N 69-37W
OBTAINED STATEMENT FROM CAPTAIN OF ALLEGED HARASSMENT.
HE STATED THAT HE IS NOT SURE IF HIS GEAR IS DAMAGED
BUT HE SAW THE ARBON TRAWL THROUGH HIS RECENTLY
LAID TRAPS CLOSE ABOARD TO AN END MARKER
 3. INTENTIONS: INTEND RESUME LOBSTER FISHING SURVEY EASTWARD.
 4. CASE CLOSED.
- BT

TOD 08/2008Z MAY LS K
MF DE-OS R JM AR
MF DE ON R NR 24 MC AR

082020Z SARLANT//CC//MC

MC

ACT: OSR
O
DPI
OIL
DL
M
DCS

3-11-23
MAY 10 21 11'71

BO DE ON NR15

T GL GL T NMFS GLOUCESTER

P 102040Z MAY 71

FM CCGDONE

TO WC/COMDT COGARD ..SARLANT

INFO CC/COMEASTAREA COGARD ..SARLANT

CC/CCGDTHREE ..SARLANT

BO/NMFS GLOUCESTER

BT

UNCLAS

O TO OLE

SITREP ONE AND FINAL FOREIGN INTERFERENCE WITH F/V WILY FOX

1. SITUATION

A. 1105 RECEIVED CALL FROM U.S. F/V WILY FOX STATING SOVIET TRAWLER AUGUST ALLE (NR36-0227) RUNNING THROUGH GEAR IN POSITION 39-58N 69-34W.

B. WILY FOX STATED HER GEAR WAS MARKED WITH FLOATS, FLAGS, AND RADAR REFLECTORS.

2. ACTION

A. 12310 CG AIRSTA CAPE COD DISPATCHED HELO TO INVESTIGATE

B. 13350 HELO LOCATED WILY FOX. HELO UNABLE TO IDENTIFY SUSPECTED VESSEL DUE TO OVERCAST WEATHER. NEAREST RADAR CONTACT 5 MILES FROM WILY FOX.

C. 13450 HELO DEPARTED SCENE.

3. CASE CLOSED.

BT

TOD 10/2107Z MAY CR K

KMX ON DE BO R NR 15 WMO AR

ORIG: O (WEM)

JF

OSR
OIL
DPI
M
B
OCMI
D/DCS

MAY 10 15 48 '71

ON DE WH NR14
OS DE WH

P 101535Z MAY 71
FM COMGRU WOODS HOLE
TO CCGDONE
INFO ON/CCGOTTHREE ...SARLANT
ON/COMEASTAREA ... SARLANT
CGAS CAPE COD
BT

UNCLAS

REPORTED HARRASSMENT OF FV WILEY FOX BY RUSSIAN FV

1. SITUATION

A. 11050 RECD CALL 2182 KHZ FROM SUBJ VESSEL STATING THAT F/V
AUGUST ALLE RUNNING THROUGH NETS.

B. ON SCENE WX WND 20 KTS NORTH, SEAS 1-2FT, VSB 1 1/2 MI IN HAZE.

C. DISC OF RUSSIAN TRAWLER:

1. 225FT STEEL HULL

2. NR 36-0227

3. GRAY HULL WHITE STRIPES, STERN TRAWLER

4. HAMMER AND SICKLE ON STACK

D. POSIT: 1H3 3715 3H4 5738 35 MI SSW OF NANTUCKET I./V. POSIT
INDICATED BEYOND EFFECTIVE GROUP RESPONSE.

E. WILEY FOX STATES THAT SUBJ VSL REMAINS IN AREA, HE ALSO STATES
HIS GEAR WAS MARKED WITH FLOATS EQUIPPED WITH FLAGS AND
RADAR REFLECTORS.

2. FUTURE PLANS AND RECOMMENDATIONS.

A. MAINTAIN COMMS WITH F/V WILEY FOX

3. CASE PENDING

BT

TOD ON/OS 10/1545Z MAY 71 DM
SEWH DE OS R JM AR
DE ON R NR 14 JF AR

JF

ACT: OSR

O
OIL
DPI
M
OCMI
D
DCS

MAY 12 17 10 '71

BO DE ON NR16
T NMFS GLOUCESTER

P 121620Z MAY 71
FM CCGDONE
TO WC/COMDT COGARD
INFO CC/COMEASTAREA COGARD
CC/CCGDTTHREE
ZEN/NMFS GLOUCESTER

BT

UNCLAS

O TO OLE

SITREP ONE FOREIGN INTERFERENCE F/V WILY FOX

A. MY 121320Z MAY 71 NOTAL

1. SITUATION:

A. AS PER REF A

B. OWNER OF SUBJ VESSEL, MR. GAZIANO INFORMS ALL 19 LOBSTER TRAWL LINES HAVE BEEN CUT. WILY FOX HAS TWO NMFS SCIENTISTS ABOARD, DR. COOPER AND MR. HINES, WHO ARE TAKING PICTURES.

C. GAZIANO HAS CONTACTED STATE DEPARTMENT AND SENATOR BROOK'S OFFICE. GAZIANO HAS EXPRESSED SATISFACTION WITH COAST GUARD RESPONSE, IS SEEKING TO FIND OUT WHAT POSITIVE ACTION CAN BE DONE TO PREVENT RECURRENCE. GAZIANO INTENDS TO CALL SEC. VOLPE, AND TALK TO LOCAL NEWS MEDIA.

2. ACTION:

A. HUI6E WITH CBS NEWS TEAM ON SCENE. HELO ALSO ON SCENE

B. CGC VIGILANT ENROUTE

3. CASE PENDS

BT

TOD BO 121649Z MAY GH K

ON DE BO R NR 16 WMO AR

TOD: SARLANT/BC/121636Z/

PAT

ORIG: O

OSR

OIL

DPI

DCS

B.E.T.

CC WC DE BC

31100

O P 121450Z MAY 71
FM CG SEVEN TWO FOUR NINE
TO ZEN/CCGDONE
INFO ZEN/CGC VIGILANT
WC/COMDT COGARD
CC/COMEASTAREA COGARD
CC/CCGDTHREE
ZEN/COGARD AIRSTA CAPE COD
BT

60

MAY 12 16 00 '71

UNCLAS
TO O

REPORTED HARASSMENT F/V WILEY FOX

1. HU16E 7249 ON SCENE 0938Q. PHOTOGRAPHED VESSELS IN IMMEDIATE VICINITY OF SUBJECT.

2. HH3F 1470 ON SCENE 1005Q.

3. THE FOLLOWING VESSELS WERE SIGHTED IN POSPTION 4000N 6930W, 10 MILE RADIUS.

A. 4438	RUSSIAN	SIDE TRAWLER	FISHING
B. 0474	RUSSIAN	STERN TRAWLER	FISHING
C. 4469	RUSSIAN	SIDE TRAWLER	FISHING
D. 4578	RUSSIAN	SIDE TRAWLER	FISHING
E. 4585	RUSSIAN	SIDE TRAWLER	FISHING
F. 4592	RUSSIAN	SIDE TRAWLER	FISHING
G. 4570	RUSSIAN	SIDE TRAWLER	FISHING
H. 0536	RUSSIAN	STERN TRAWLER	FISHING
I. 0227	RUSSIAN	STERN TRAWLER	FISHING

4. HU16E 7249 DEPARTED SCENE 1020Q. CONTINUING PATROL.

BT

12/1535Z (SARLANT)

ACT: OIL

PAT

OSR
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DPI
DCS

NNNN

COPIES

May 12 14 09 '71

DE ON K
ON DE OS NR08
WH DE OS
MF DE OS -T- VIGILANT

O 121320Z MAY 71
FM COGARD AIRSTA CAPE COD
TO CCGDONE
INFO COMCOGARD GRU WOODS HOLE
MF/CGC VIGILANT
ON/COMDT COGARDSARLANT
ON/COMEASTAREA COGARDSARLANT
ON/CCGDTHREESARLANT
BT
UNCLAS

REPORTED HARASSMENT OF F/V WILEY FOX BY RUSSIAN F/V
1. HH-3F 1470 LCDR PETERSON DPTD 0900Q WITH PHOTOGRAPHER ON
BOARD. ETA ON SCENE 1000Q.
2. HU-16E 7249 CDR KELLOGG WITH CBS NEWS ON BOARD PROCEEDING
TO SCENE IN CONJUNCTION N WITH FOREIGN FISHING SURVEILLANCE PATROL
ETA ON SCENE 0940Q.

BT
TOD ON WH MF 12/1337Z MAY 71 JM K
OS DE WH R NR // GM AR
OS DE MF R NR // RR AR
OS DE ON R NR 08 GH AR

TOD: WC CC/12/1350Z/SARLANT

ACT: OIL

OSR
O
DPI
DCS

PAT

ON DE OS NR08
MF DE OS

P 132020Z MAY 71
FM COGARD AIRSTA CAPE COD
TO CCGDONE

INFO ON/COMEASTAREA ...SARLANT
ON/CCGDTTHREE ...SARLANT
MF/CGC VIGILANT

BT
UNCLAS
TO O

REPORTED HARRASSMENT F/V WILEY FOX

1. HUI6E 7249 ARRIVED ON SCENE 1155Q. HH3F 1472 ARRIVED ON SCENE 1230Q.
2. LOCATED WILEY FOX 40-08N, 69-35W. THE ONLY OTHER VESSEL WITHIN 10 NM RADIUS OF WILEY FOX WAS RUSSIAN SIDE TRL NUMBER 4305 LOCATED 8 NM NW OF WILEY FOX. ONE RUSS FACTORY BASE AND 10 RUSS SIDE TRL WERE OBSERVED 15 NM NE OF WILEY FOX. RUSS SIDE TRL 4305 WAS OBSERVED DEAD IN WATER, CREW WORKING FISH ON DECK, NEG LOBSTER GEAR ON DECK. THEIR POSITION WAS 1.5 NM FROM NEAREST LOBSTER MARKER. PHOTOS TAKEN OF RUSSIAN, LOBSTER MARKER, AND WILEY FOX. HUI6E 7249 AND HH3F 1472 DPTD SCENE 1255Q.
3. WEATHER ON SCENE, WIND 220 15 KTS SEAS 6 FT VIS 5 NM.

BT
TOD ON MF 13/2145Z EB K
OS DE MF R 132020Z BG AR
DE ON R 08 BL AR

TOD CC SARLANT 132149Z MAY BL

ACT: OIL

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OSR
DPI
DCS

B.L.

May 3 20 01 '71 63

BO DE ON NR 17
-T- NMFS GO GLOUCESTER

P 131935Z MAY 71
FM CCGDONE
TO WC/COMDT COGARD SARLANT
INFO CC/COMEASTAREA COGARD.....SARLANT
CC/CCGDTHREE SARLANT
BO/NMFS GLOUCESTER

BT
UNCLAS
O TO OLE
SITREP TWO FOREIGN INTERFERENCE F/V WILY FOX

1. SITUATION

A. CGC VIGILANT CONDUCTED INVESTIGATION, RECEIVED NO NEW INFO FROM THAT ORIGINALLY REPORTED BY MASTER. 130450Q VIGILANT DIVERTED FOR SAR CASE.

B. 131030Q WILY FOX REPORTED A SOVIET TRAWLER WAS CAUSING TROUBLE. HUI6E AND HH3F DISPATCHED TO INVESTIGATE.

2. ACTION:

A. 121945Q VIGILANT ON SCENE WITH SUBJECT VESSEL BOARDING PARTY EMBARKED. VIGILANT TOOK DETAILS FROM SUBJ VESSEL, RECEIVED NO NEW INFO FROM THAT ORIGINALLY REPORTED BY MASTER.

B. 130450Q VIGILANT DIVERTED TO ASSIST DISABLED F/V FLEETWING, APPROXIMATELY POSITION 50 NM NW OF WILY FOX. F/V FLEETWING OUT OF FUEL AND TAKING ON SOME WATER, PRESENTLY UNDER TOW BY VIGILANT ENROUTE RENDEZVOUS WITH CGC VIGOROUS OUT OF NEW LONDON. ETA RENDEZVOUS APPROX 1900Q. VIGILANT INTENDS RETURN TO WILY FOX AND CONTINUE SURVEILLANCE.

C. 131030Q WILY FOX REPORTED SOVIET TRAWLER PE 4305 RAN THROUGH THREE LINES OF HER LOBSTER GEAR. HUI6E DIVERTED FM LOCAL TRNG, HH3 F HELO LAUNCHED. AIRCRAFT TOOK PICTURES OF ALLEGED OFFENDER 2 NM FROM LOBSTER GEAR, 8 NM FROM WILY FOX.

3. PLANS:

A. VIGILANT WILL RETURN TO WILY FOX AFTER RENDEZVOUS WITH CGC VIGOROUS, TO MAINTAIN SURVEILLANCE OF AREA.

4. STATUS:

A. CASE PENDS

BT

ORIG: O (PS)

13/1941Z MAY 71 S A R
TOD BO 132000Z MAY GH K
DE BO R NR 17 DP AR
.GF. VIA SARLANT

OIL
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OCMI

MAY 13 16 07 '71

ON DE MF O REPERF ON OS K
AS
DE ON K

ON DE MF NR16
OS DE MF
O 131606Z MAY 71
FM CGC VIGILANT
TO CCGDONE
INFO CGAS CAPE COD
BT
UNCLAS
TO O

ALERT F/V FLEETWING DISABLED SITREP FOUR
A. YOUR 131513Z MAY 71

1. DUE CIRCUMSTANCES IMPLIED YOUR REF A CONSIDER RISK OF
ALONGSIDE FUELING SUBJ F/V ACCEPTABLE.
PREPARING TO CARRY OUT.

2. NEW SUBJ. F/V WILEY FOX ADVISES SOVIET TRAWLER TOWED THRU POTS
DAMAGE NOT YET KNOWN. F/V APPROACHED TRAWLER AND ATTEMPTED
TO COMMUNICATE VERBALLY WITHOUT SUCCESS. ONLY RESPONSE FROM
TRAWLER BRIDGE WAS A SHRUG AND A WAVE OFF.

BT
TOD ON OS 131612Z MAY 71 RW K
MF DE OS R ER AR
MF DE ON R NR 616 GH AR

ACT: OSR
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OCMI PROV
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MAY 13 16 09 '71

OS DE ON NR07

O 131549Z MAY 71
FM CCGDONE
TO CC/CCGDTTHREE SARLANT
INFO CC/COMEASTAREA SARLANT
BR/USCGC VIGILANT SARLANT
ZEN/AIRSTA CAPE COD

BT
UNCLAS

ALERT F/V FLEETWING DISABLED
A. CGC VIGILANT 130802Z MAY 71 NOTAL

1. SITUATION

A. CGC VIGILANT UNABLE REFUEL SUBJ DUE DETERIORATING WX AND VIGILANT MANEUVERING WITH DIFFICULTY DUE LOSS OF PORT PITCH CONTROL. F/V TAKING ON SOME WATER.

B. ON SCENE WX WIND SW 30 KTS SEAS 5 FT AND BUILDING. VIS 3 MI.

2. VIGILANT PREVIOUSLY DIVERTED FROM SURVEILLANCE OF F/V WILEY FOX REPORTED BEING HARRESSED BY FOREIGN TRAWLERS APPROX 125 MI SE OF MONTAULK PT CONSIDER VIGILANTS SURVEILLANCE OF F/V WILEY FOX IMPORTANT AND WILEY FOX PRESENTLY REPORTING FURTHER TROUBLE AT THIS TIME.

3. REQUEST CCGDTTHREE ASSUME SMC AND PROVIDE ASSISTANCE FOR F/V FLEETWING

4. CASE PENDS
BT

ORIG: OSR

13/1553Z SARLANT

TOD 131553Z MAY BL SARLANT

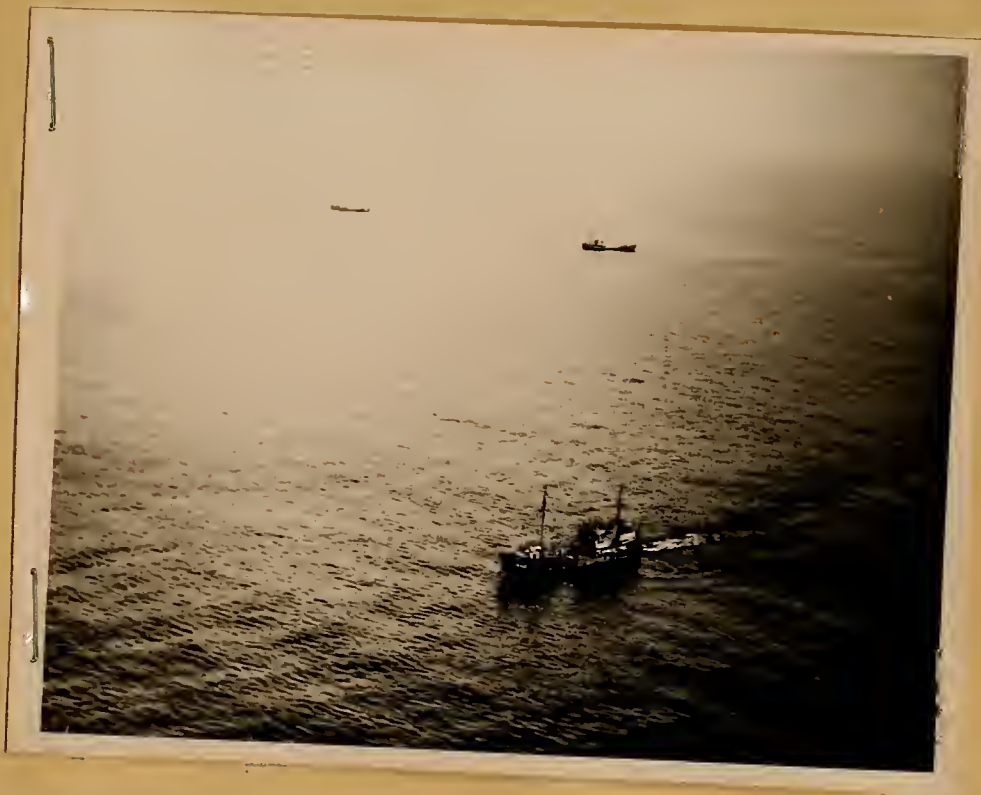
TOD 1615Z BL K
ON DE OS R NR07 ER AR

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DPI
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B.L.



Pictures taken by U. S. Coast Guard May 12, 1971 of Soviet trawlers 4483 and 4570 near Wily Fox.



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EXHIBIT Z

Picture taken by United States Coast Guard May 13, 1971 of
Soviet trawler PW 4305 near Wily Fox.



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AFFIDAVIT

State of Massachusetts

County of Bristol

ss:

I, Joseph Cardoza

(Full name)

, of 325 Rockdale Avenue

(Address)

New Bedford, Massachusetts

, being first duly sworn, do depose and say as follows: sailed on Wednesday, May 12, 1971 to relieve the Prelude Corporation

vessel Wily Fox which was at sea tending lobster pot fishing gear. On Thursday,

May 13, 1971 we arrived at position, Latitude 40° 05' N., Longitude 69° 30' W. 30

miles, south from Nantucket Island, Massachusetts at 03:15 E.D.T.

At daylight we looked for trap line #1 which was reported missing. We found

by dragging, 16 lobster traps. This meant 23 traps lost and 500 fathoms of 4 inch

polypropylene line, one staff buoy, a Norwegian float, one ballast and anchor. About

1630 we arrived in the area where the Wily Fox was still fishing to ward off two

Soviet trawlers fishing near the trap lines. When the closest one observed us they

departed at full speed. The Wily Fox left the area at 1900 E.D.T. for home.

The Pat-San-Marie patrolled the area during the night, but the Soviet vessels

in the vicinity did not bother the set lobster trap trawls. At daylight on May 14,

we proceeded to haul lobster trap trawls. We hauled trawls #19 and #9 with no

damage; however, trawl #10 was damaged and 15 traps with 300 fathoms of line was

lost. At trawl #2, 6 traps were lost and at trawl #4, 3 traps and 150 fathoms

of line and one mark buoy assembly were lost.

Witnesses:

William Phage, Mate
Joseph A. Cardoza

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er

- 2 -

We saw 14 Soviet vessels and called the Coast Guard and they told us the C.G.C.

Vigorous was being sent out to the area.

On the morning of May 15, my mate, William Chace went on board the C.G.C. Vigorous to explain how the trap lines were set and to identify two Soviet vessels observed the night before. These were side trawlers 4573, 4570, and 4483. They had been fishing among our trap trawls.

While Mr. Chace was gone I hauled trawls #8, 18, and 3. Trawl #8 and 18 were not damaged. Trawl #3 was damaged with 8 traps and 165 fathoms of line missing. At trawl #14, Mr. Chace was back on board and we found 38 traps and 1200 fathoms of line missing from the middle. Traps salvage from each and were used to fill out other strings. Trawl #13 was missing 8 traps, anchor and mark buoy assembly. This was reported to C.G.C. Vigorous.

During May 15, 16, and 17, the Soviet vessels did not bother our lobster trap lines, though they were in the vicinity. On May 18, and 19, no problems were encountered though the C.G.C. Vigilant was not in the immediate vicinity.

At 03:30 E.D.T. on May 20, the visibility was about one-quarter mile in fog. The sister vessel Wily Fox was back on station and alongside the Pat-San-Marie at about 04:30. At this time we determined that the contacts being observed on radar were in the area where our trap lines were set. I called the Coast Guard vessel Active and gave the information and bearings on my observations.

At about 06:00 we identified the Soviet stern trawler Algerib (8130) laying. This vessel was over our trap lines and had apparently just hauled its trawl aboard. We checked close, but could not see any of our gear on her deck. The next vessel we came upon was the side trawler Curvev (-645)^①. This vessel was fishing, I tried to communicate with him about my lobster gear being in the vicinity, but he waved me off. I placed the Pat-San-Marie in his path. The Soviet stopped and hauled his gear in. We could not see any of our gear fouled in his trawl.

Joseph Cardozo

- 3 -

Our next closest contact turned out to be the C.G.C. Active. They advised us to stay 400-500 yards away. We moved on until we made visual contact with the Soviet vessel Mirfan (8134). This vessel was fishing and towing in a direction out and away from our gear. The next target observed was close to a target we felt was one of our mark buoys. The two contacts came together and as the larger target proceeded the smaller one was no longer visible. We closed on this vessel and identified it as the Soviet vessel Fergana (8128). We saw none of our gear on this vessel. At this time we decided to haul some of our lobster trap trawls. I hauled trawls #15 and #16, and found no damage. The C.G.C. Active called and asked us to stand by, which we did. They put Lt. M.R. Rose, two other officers and a newspaper reporter on board. A Coast Guard photographer was requested and he was sent on board. The Wily Fox requested permission for a Mr. Leo Zani, CBS News to also come on board Pat-San-Marie and this was done.

After the visiting party was on board we proceeded to trawl #5, where the Soviet trawler Fergana (8128) was identified. This trawl was found dragged from its original position about one mile. All that remained of this string was one mark buoy assembly an unbelievable snarl of line and 2 pots. We found the other end and saved 12 pots. The damage to trawl #5 was 56 traps and 1400 fathoms of line lost. The visiting party took pictures of this operation. After this the visiting parties were returned to their respective vessels.

At trawl #20 we found that 6 traps, 150 fathoms of line, and an anchor and one mark buoy assembly were lost.

At this point it was approximately 1800 E.D.T. and time to meet with the Wily Fox to transfer fishing papers and spare line that was requested. We departed for home at about 2100, leaving the Wily Fox on station. During the time I was moving about in the area where my lobster traps were set, and the Soviet vessels were fishing, not once did I observe the Soviet radars in operation nor did I hear fog signals being used.

Joseph Cardona

THIS IS A REPORT FILED BY WILLIAM CHACE

1st MATE ON THE PAT-SAN-MARIE FOR THE TRIP

BEGINNING MAY 13th UNTIL MAY 20th.

While the Pat-San-Marie was on the gear, the morning of May 13th, to aid the Wily-Fox, it was reported to me, by radio, from the Wily-Fox, that the gear was in bad shape. The USCG Cutter Vigilant was on the scene at the time. The Wily-Fox was hauling gear at 6:30 A.M. and we proceeded to a position approximately 5 miles west of her to start dragging for a trawl which was down. After three tries with drags, we were able to bring the trawl to the surface. The loss of gear was 12 pots, 1 anchor, 1 lead, 1 buoy and 1 Nor. Float. The USCG Cutter Vigilant was called to a disabled vessel about 70 miles east of our gear and this left the Wily-Fox alone with the gear. About 2:45 that afternoon we were in radio contact with the Wily-Fox and Frenchy informed us that he was having problems with Russians in the gear and he had to call the Coast Guard, so we immediately went to the area. Upon arriving at the gear, we observed on radar, two Russian side trawlers, one to the north of our course and one to the southeast, so we decided to proceed toward the closest one, the one to the southeast. When she was aware of us coming toward her, she set a course due east at full throttle and left our area. We were unable to catch up to her to get her name and number. After this we slowly maneuvered through the area where our gear was set until the Wily-Fox was through for the day. This was the end of Frenchy's trip and we went along side and got papers and what other information he had for us. He was on the way home by 7:00 P.M.

That night, we observed on radar, 5 or 6 Russians around the area where our gear was set. Friday, May 14th we started by hauling trawl #19 (Loran bearing 5748 & 3686 to the east and 5745 & 3697 to the west) and this trawl came up in one piece with no loss. With this trawl aboard we went to #9 (Loran bearing 5753 & 3686 to the west and 5744 & 3675 to the east) and this trawl also came back with no loss. When these two trawls were reset we went to #10 which we found to be damaged. Final loss to this trawl was 15 pots and 300 fms. of line. With this aboard we went to trawl #2 (Loran bearing 5765 & 3678 to the southeast and 5773 & 3687 to the northwest. After hauling this we found our loss to be a total of 6 pots that were pulled off at the clips or corner posts. We went on to trawl #4 (Loran bearing 5754 & 3667 to the east and 5765 & 3699 to the west). This was also damaged with a loss of 3 pots and 150 fms. of line, 1 buoy, 1 Nor. Float and 1 anchor and lead.

During mid afternoon of Fri. May 14th we saw approximately 14 Russian fishing vessels on radar about 4 miles west of the gear. We called the Coast Guard Sta. at Woods Hole to report this and he informed us that the USCG Cutter Vigorous was proceeding to our area.

We called the Vigorous at approx. 5:30 and she was along side of us at about 8:15 or 8:30. At this time I gave him the numbers of the Russian Fishing Vessels that had been in the gear that day. After talking to Captain Rooney and reporting what we had lost that day he requested that someone come aboard the Vigorous the next morning to explain how we laid our gear and how it was marked and anchored, etc. With my Captain's permission I was taken aboard USCG Cutter Vigorous. We discussed our problems over breakfast. He was interested in what we were doing and seemed amazed at how the operation, overall, was carried out. After breakfast we went looking for the Russian vessels by numbers that I had reported to him the night before. Translated in English, they were R. I. 4573, R.I. 4570, and R. I. 4483. The name of the last of these three was also translated in English and was Skute. After checking out many Russian Trawlers we were able to find 4483 approx. 14 miles west of our gear. She had been observed near our gear the day before. During the return trip to the Pat-San-Marie, the Vigorous received an emergency call from the Russian Supply ship (Bega) that they evacuate a sick Russian fisherman with a strangulated hernia. This request was carried out with no hesitation and utmost speed and efficiency via helicopter with Vigorous standing by. There were many pictures taken by officers and crew of the Vigorous at this time. I arrived back at the Pat-San-Marie at approx. 2:30 P.M.

During my absence from the Pat-San-Marie, Captain Joe hauled trawl #8, 18 & 3. Numbers 8 & 18 came back with no loss and #3 (Loran bearing 5785 & 3700 to the south and 5793 & 3692 to the north) with a loss of 8 pots and 165 fms. of line. The next trawl was #14 and with a great loss consisting of 38 pots, 1200 fms. of line cut out of the middle. We did get back 2 ends with a few pots on each and many bare clips and broken wires and some broken pots. This trawl was abandoned and pots were used on other trawls. Next, we hauled #11 which came back with no loss. Finally, we hauled #13 and this trawl came back with a loss of 8 pots, 1 anchor, 1 lead and 1 flag and floats. This total was also reported to the USCG Cutter Vigorous. During the night of May 16 and early morning of May 17th, Russians stayed away from the area where gear was set, except for one occasionally travelling through the area, going to the eastward or returning to the westward to the area of their supply ship, approx. 15 miles west of our gear. This was all we saw of them for the next 3 days.

On Mon., May 17th, approx. 7:00 P.M., we were informed, by radio, from the USCG Cutter Vigorous, that she was going to be relieved from duty and the USCG Cutter Vigilant would be in our area about 8:15-8:30.

On the morning of Tues., May 18, the Vigilant was laid-to about 2 or 3 miles east of our position. Approx. 1 P.M., on May 18th the Vigilant was called to the aid of the Susan Y, approx. 50 miles away, west-northwest of our position. We were advised by radio, that if we needed help or had any trouble with the Russians, to call the Vigilant at once. This was the last contact we had, or needed, from the USCG throughout the day of May 18th and 19th.

3-2-73
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All through the day of May 19th we were keeping close reports of progress of the meeting on the Russian Mother Ship. When final news came of the results we were quite pleased and relieved of the thoughts of not having to go through what we had encountered earlier in the trip.

3.1.80

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On the evening of May 19th, at 8 p.m., approx. 6 miles west of our gear, I observed radar contacts on our radar scope, thought to be Russians. At approx. 11 p.m. contacts were observed approx 4-5 miles from the area of our gear, at this time, it was ordered by Capt. Joe to proceed on a north-northeast to south-southwest course, slowly, along the western edge of the area where the gear was set. When I was called at 3:40 a.m., it was thick fog, visibility was $\frac{1}{4}$ of a mile. The first thing I did was to check the radar for range and where contacts of the night before were. Next, I checked the Loran to be sure of our position, approx. 5790-3730. We were on the western edge of our gear, half way down, moving on a south-southwest course, slowly. I observed 14-16 contacts, on radar, all around us and through our gear. At 4:15 a.m., the Wily-Fox, called me on C.B. radio to ask us what we were for a Loran bearing and said he could see many contacts, close to our gear. At 4:30 a.m. she was along side of the Pat-San-Marie. At this time it was definitely determined that the Russians were in our gear. I was told then by Frenchy that he had a reporter and a cameraman aboard from C.B.S. I then made the statement to Leo Zani that "If these Russians wanted to, they could put us out of business within 24 hrs."

At 4:45 I went down to wake Capt. Joe and inform him that there were Russians all around us and thought they were dragging through our gear. He came up to the wheelhouse and the first thing he said was "These bastards are in our gear", confirming my position. He immediately called Woods Hole Coast Guard Sta. to report that the Russians were back in our gear. We were advised by Woods Hole that the USCG Cutter Active was in our vicinity and to call him immediately. This was done with no wasted time, we also reported our Loran position, approx. 5780 3730, to them and they said they were on their way.

At 5:15 or 5:30 we proceeded to move to the closest contact on our radar, which was about $\frac{3}{4}$ of a mile from our position and moving away from us. We came across a Russian trawler which had turned 180 degrees and was approaching us, bow to bow. When we got along side of her, she was laying-to with her gear up. The number and name of this vessel (translated in English) was Algenib #DI8130. It was determined then that she had just hauled back her dragging gear. We checked her decks as best we could and then proceeded to the next closest contact on radar, approx. 1 mile east, right in the middle of the area where gear was laid. We came along side of another Russian trawler, Curvev 645, proven by photo, and discovered that she was dragging. Observing this, we tried to signal to the Capt. to stop and haul back his net, as he was in our gear. The only reply was a wave of a hand from a crew member on deck. We made a tight turn around his vessel and again tried to signal to him to stop. This time, a window was lowered in the pilot house and a head and a pr. of hands appeared. The skipper just looked at us and made a signal with his hands, palms down, as if to say, don't bother me. At this time we crossed ahead of the Russian vessel and came to a dead stop. With a lot of noise and black smoke pouring from her stack, she also came to a dead stop about 5-10 feet from our trap-track on the starboard side. Crewmembers came scrambling out of the fo'c's'le and wheelhouse, they began to haul back their net. We laid along side her, very close at hand, to see if she had any of our line tangled in her doors, or any pots in her nets. We did not find any of

our gear or any other evidence which we could identify as being ours, aboard. She had a very small amount of fish in her bag, indicating that she could have just set her drag moments before we overtook her. After all the excitement and some confusion, being unable to remember the exact time, somewhere between 8:30 and 9:30, we proceeded to the next closest contact, which turned out to be the USCG Cutter Active, coming from west to east on the south end of the area, at a slow speed. We were then in radio contact with the Active and were advised to stay clear at 400-500 yds. until the Capt. came to the bridge. We decided that we were not going to hang around the Active, waiting for her skipper to come to the bridge, while we knew that the Russians were running through our gear, so we moved on to the next radar contact. Moving to the northwest, we were able to come in visual contact with still another Russian trawler, Mirfan DI8128 (translated in Russian). It was determined that this vessel was dragging and not being able to signal to her, because she was a 250-300 ft. stern trawler moving on a westward course, it was decided to let her go in hopes that she would continue on her present course, out of our area, where gear was set.

We then saw, still another contact, on radar, headed directly at one of our bouys. We headed toward this contact as fast as possible. When we got within $3/4$ of a mile from this contact, we observed our bouy going out of sight (two contacts coming together), this trawl was determined to be #5. The contact from this buoy was never seen again after the Russian moved on by. It was assumed that she had dragged or run down our buoy, so we continued to pursue it. I was in radio contact with USCG Cutter Active and told him what we had observed and that we were attempting to catch up with the contact. It took us about 20 min. to catch up with it and identify her as Fergana DI8128, a stern trawler, between 250-300 ft long. We laid close at hand looking for evidence of broken gear to no avail. When we left this Russian it was decided, by Capt. Joe, to go start hauling gear to see if there were any damages on different trawls which we suspected there was. We started hauling at about 10:45 and hauled two trawls with no damage what so ever. During the time of setting these two trawls, the Active again contacted us on the radio, asking us what our position was and what we were doing. I informed her that we were setting these two trawls which we had on deck. She told us to hold our approx. position and she would be in our area soon. During operation of setting out our second trawl, Active called again and asked for our Loran bearings. I gave them to her and she advised us in that we remain close to these bearings and that she would be in our area soon. I advised Active that we were setting our gear and would be in radio contact when we were through. During operations of setting the second trawl we came in visual contact with her. After we finished setting we went back to Active to stand by while they lowered their life boat with an inspection officer and two Lts. to board the Pat-San-Marie. This was done and we were boarded by Lt. M.R. Rose 8012 USCG and another officer, whose last name was also Rose, a reporter from a Boston Newspaper and another officer, in the capacity of inspection officer or boarding officer. While Capt. Joe talked with Lt. Rose and the reporter I was requested to show the inspection officer around the Pat-San-Marie for general inspection. After this

was completed, we requested that the officers stay aboard while we hauled another trawl. Lt. Rose called the Active and permission was granted to fulfill our request. He also requested that the Active send the ship photographer to the Pat-San-Marie and this was also granted. Frenchy then called the Active to request that their life boat come along side of the Wily-Fox and transfer Leo Zani and his photographer to the Pat-San-Marie and this was also done. After everyone was transferred we proceeded to the position of the Wily-Fox which was standing by a buoy with a broken pole, this #5 trawl was the one previously described in connection with Fergana DI8128. This trawl was off the original bearing approx. 1 mile. When we started to haul this trawl we got a lead weight and then came to the anchor with one unbelievable mess of loops and snarls and 2 pots. Many pictures were taken of this along with Leo Zani's T.V. report and Active's photographer. The comments of Active's officers were simple and blunt "What a hell of a mess"! We went to the other end, picked up the buoy and started to haul and got back 12 pots and 2 bare clips and then we reached the broken end. This was a loss of 56 pots and approx. 1400 fms. of line. After this we went to the Active to allow the officers to return to their ship.

When we were clear with Active we moved on to trawl #20. We hauled all of this trawl back except for 6 pots, 150 fms. of line, 1 anchor and a buoy assembly. This trawl must have just been caught at the end by a Russian trawler. During the time that we were hauling this trawl, Frenchy called the USCG Cutter Active for assistance and reported to her that he had come along side of one Russian trawler which had its number covered over with rags or canvas. After getting clear of all gear, we proceeded to go toward the Wily-Fox to transfer papers and to give the Active an account of our total loss on #5 & #20 trawls. We also gave Frenchy the line he had requested, in case of other damage, which we are sure to have due to evidence of damage encountered in the last two trawls which we hauled.

I am not sure how many Russian trawlers, that Frenchy, on the Wily-Fox, reported to the USCG Cutter Active, but without a doubt, there were numerous amounts, and it is impossible to keep them out of our gear.

Respectfully Submitted

William Chace Mate

Pat-San-Marie

Pictures of Soviet trawler Gurvev 645 described in Exhibit AA where the Pat San Marie forced it to stop, taken May 20, 1971 from the Pat San Marie.



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EXHIBIT DD

Pictures of Soviet trawlers Mirfan 8134 and Fergana 8128 described in Exhibit AA taken May 20, 1971 from Pat San Marie.



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EXHIBIT EE

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P 151115Z MAY 71
FM USCGC VIGOROUS
TO CCGDTHREE
INFO COMEASTAREA
CCGDONE
CGC VIGILANT

BT

UNCLAS

REPORTED HARASSMENT F/V PAT SAN MARIE

1. F/V MATE WILLIAM CHANE ABOARD VIGOROUS AT SUNUP.
2. COMPLETE DESCRIPTION OF DAMAGED/LOST GEAR OBTAINED. THREE TRAP STRINGS WERE CUT DURING DAYLIGHT HOURS YESTERDAY.
3. NO DIRECT WITNESS TO THE ACT BUT TWO TRAWLERS PREVIOUSLY REPORTED WERE ONLY ONES IN AREA AT THE TIME ACCORDING TO F/V PAT SAN MARIE.
4. GROSS ESTIMATE OF EQUIPMENT LOSS APPROX 2500.00 DOLLARS.
5. PRESENTLY CRUISING THROUGH FOREIGN FLEET WITH FIRST MATE ATTEMPTING TO GAIN POSITIVE ID AND PHOTOS OF TWO TRAWLERS. LARGE CONCENTRATION OF FOREIGN FLEET EVIDENT UPON ARRIVAL AT DUSK NOW MUCH DISPERSED.
6. CASE PENDING.

BT

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May 15 12 40 '71

P 151220Z MAY 71
FM CGC VIGOROUS
TO CCGDTHREEE
INFO OMEAST AREA
CCGDONE
CGC VIGILANT ...BR

BT
UNCLAS
REPORTED HARASSMENT F/V PAT SAN MARIE.
1. 150807Q MATE WILLIAM CHASE IDENTIFIED THE RUSSIAN SIDE TRAWLER
SKUITE FROM ANEIAYA NUMBER RI 4483.
2. NOTE EARLIER REPORT BASED UPON F/V OBSERVATION OF MARKINGS
IN
CYRILLIC ALPHABET. IDENTIFICATION ABOVE CONVERTED TO ENGLISH.

BT

SARLANT

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D.F.

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T NMFS GLOUCESTER

P 211241Z MAY 71 ----- SUPPLEMENTARY HEADING -----

FM CCGDONE

TO WC/COMDT COGARD

INFO ZEN/NMFS GLOUCESTER

P 210014Z MAY 71 -----

ORIGINAL HEADING -----

CM CGC ACTIVE

TO CCGDONE

INFO COMEASTAREA

CCGDTHREE

CGC VIGOROUS

BT

UNCLAS

SITREP THREE F/V PAT SAN MARIE POSSIBLE HARASSMENT

1. SITUATION

A. BOARDED PAT SAN MARIE IN POSIT 40-01N, 69-38W. CAPTAIN SAID HE LOST NO BUOYS TODAY BUT BELIEVED HE HAD ONE SET DRAGGED BY A RUSSIAN TRL. INCIDENT WAS OBSERVED ON RADAR BY PAT SAN MARIE.

B. CAPTAIN SAID HE IDENTIFIED FOUR RUSSIAN TRAWLERS WHICH WERE TOWING THRU HIS GEAR, GURVEV, NO.645; ALGENIB, DI 8130; MARFAN, DI 8134 AND FERGANA, DI 8128. HOWEVER HE SAID ONLY ONE DID ANY DAMAGE, FERGANA WAS THE VESSEL WHICH THE CAPTAIN SAW ON RADAR AND BELIEVED TO BE DRAGGING THE ONE SET MENTIONED IN PARA A. IN POSIT 40-04N 69-38W AT 10000.

C. CAPTAIN ALSO INFORMED THAT ALL FOUR TRAWLERS WERE BOTTOM TRAWLING BECAUSE HE SAW SHINY DOORS AS THE TRAWLERS HAULED THEIR GEAR. HE ALSO STATES THAT HE CAUSED ONE TRAWLER, NAMELY ALGENIB, TO BACK DOWN FULL BY CONFRONTING HIM HEAD ON.

D. ACTIVE PERSONNEL OBSERVED THE HAULING OF THE SET BELIEVED TO HAVE BEEN DAMAGED. THE BUOY ON ONE END WAS DISCOVERED TO BE OFF STATION APPROX ONE MILE TO THE WNW OF THE ORIGINAL POSIT AND THE SPAR ON THE BUOY WAS BROKEN. THE BUOY ON THE OTHER END WAS STILL IN THE ORIGINAL POSITION. UPON HAULING THE LINE, A LARGE TANGLED MASS OF LINE WAS OBSERVED. ONLY ONE POT WAS RECOVERED ON THE SECTION OF LINE MARKED BY THE DAMAGED BUOY AND THE LINE WAS CUT CLEANLY AS IF BY A KNIFE. THE OTHER END OF THE SET WAS THEN HAULED IN BUT ONLY THIRTEEN MORE POTS WERE RECOVERED. OF THE POTS RECOVERED THERE WAS NO DAMAGE. THIS SET WAS LAID ON 17 MAY WITH 70 POTS.

E. PAT SAN MARIE CLAIMS TO HAVE LOST A TOTAL OF 153 POTS AND 4,000 FATHOMS OF LINE DURING THE LAST WEEK.

F. WX ON SCENE: WIND 070/10; VIS 100 YD; SEAS 3 FT.

2. PLANS AND RECOMMENDATIONS

A. INTEND REMAIN IN VICINITY AND ASSIST AS NECESSARY.

3. CASE PENDS

BT

21/1353Z MAY 5 A R L A N T

ORXGXXX03R

ORIG: OIL (RDR)

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OSR	OC
DCS	D

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TOD BO 21/1404Z MAY 71 GF K

DE BO R NR 05 DP AR

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82

MAY 20 21 10 '71

MF DE ON NR29
BO DE ON NR23
MF T NQSP
BO T NMFS GLOU

P 202002Z MAY 71
FM CCGDONE
TO WC/COMDT COGARD
INFO CC/COMEASTAREA COGARD
CC/CCGDTHREE
ZEN/CGC ACTIVE
ZEN/CGC VIGOROUS
ZEN/NMFS GLOUCESTER
BT

UNCLAS
O TO OLE

SITREP TWO GEAR CONFLICT F/V PAT SAN MARIE

1. SITUATION:

A. CGC ACTIVE HAS BEEN IN THE VICINITY OF SUBJ'S GEAR SINCE LAST NIGHT. ACTIVE RADAR OBSERVATIONS DID NOT INDICATE ACUTAL GEAR CONFLICT WITH PAT SAN MARIE LOBSTER GEAR.

B. WX ON SCENE: WIND 030/10, VIS 300 YD, SEAS 3 FT.

2. ACTION:

A. ACTIVE BOARDED F/V WILY FOX TO OBTAIN AMPLIFYING INFO ON TODAY'S INCIDENT.

B. ACTIVE PRESENTLY BOARDING PAT SAN MARIE TO OBTAIN MORE COMPLETE INFO.

3. CASE PENDING

BT

TOD 20/201

TOD 20/2021 Z LP K

ON DE MF R NR29 BA AR

K.MN ON DE BO R NR23 STAR

ORIG: O

TOD: NRTF/202026Z/ORESTES
TOD: WC CC/202006Z/SARLANT

PAT

OSR
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OC
DPI
OIL
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MAY 20 19 31 '71

CCBR
CC BR DE BC

P 201850Z MAY 71
FM CGC ACTIVE
TO ZEN/CCGDONE
INFO CC/COMNEASTAREA COGARD
CC/CCGDTTHREE
BR/CGC VIGOROUS

BT

UNCLAS

SITREP TWO F/V PAT SAN MARIE POSSIBLE HARASSMENT

A. YOUR 201617Z MAY 71

1. SITUATION

A. ACTIVE RADAR OBSERVATIONS DID NOT INDICATE ACUTAL GEAR
CONFLICT WITH PAT SAN MARIE LOBSTER GEAR.

B. WX ON SCENE: WIND 030/10, VIS 300 YD, SEAS 3 FT

2. ACTION

A. BOARDED F/V WILY FOX IN POSIT 40-03N, 69-38.7W TO OBTAIN
AMPLIFYING INFORMATION ON TODAY'S INCIDENT

3. PLANS AND RECOMMENDATIONS

A. MANEUVERING TO BOARD PAT SAN MARIE TO OBTAIN MORE COMPLETE
INFORMATION IN ORDER TO ANSWER REF A

4. CASE PENDING

BT

20/1900Z (SARLANT)

ACT: OSR

TOR: NRTF/201850Z ORESTES/

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OC
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CIL
DCS

NNNN PAT

3-1-70

84

MAY 20 16 32 '71

CCBR
CC BR DE BC

P 201617Z MAY 71
FM CCGDONE
TO ZEN/CGC ACTIVE
INFO CC/COMEASTAREA COGARD
CC/CCGDIHREE
BR/CGC VIGOROUS

BT
UNCLAS
FROM O
F/V PAT SAN MARIE GEAR CONFLICT

A. YOUR 201405Z MAY 71

1. DID RADAR OR VISUAL OBSERVATIONS OF FOREIGN F/V INDICATE ACTUAL
GEAR CONFLICT WITH PAT SAN MARIE LOBSTER GEAR. ADVISE IDENTITY AND
FLAG OF ANY VESSELS DETERMINED TO HAVE CAUSED CONFLICT.

2. CONFIRM TOTAL NUMBER OF BUOYS REPORTED LOST BY PAT SAN MARIE.

BT
20/1620Z (SARLANT)

ORIG: O

TOD: NRTF/201626Z/ORESTES/

PAT
NNNN

OSR
D
OC
DPI
OIL
DCS

W.E.M.

MF DE ON NR21
-T- NQSP

85

MAY 20 15 25 '71

P 201553Z MAY 71
FM CCGDONE
TO WC/COMDT COGARD
INFO CC/COMEASTAREA COGARD
CC/CCGDTHREE
ZEN/USCGC ACTIVE
ZEN/USCGC VIGOROUS.....MF
BT

UNCLAS

O TO OLE

SITREP ONE GEAR CONFLICT F/V PAT SAN MARIE

A. CGC ACTIVE 201405Z MAY 71 PASEP

B. MY 201325Z MAY 71

1. SITUATION:

A. 05400 F/V PAT SAN MARIE REPORTED TO COMGRU WOODS HOLE THAT 16 SOVIET TRAWLERS WERE RUNNING THRU HER GEAR.

B. CGC ACTIVE ON SCENE, SITUATION AS PER REF A.

C. OWNER INFORMS CCGDONE(OIL) THAT F/V WILY FOX IS ON SCENE WITH LOCAL TELEVISION REPORTER ON BOARD, THAT WILY FOX IS TRYING TO INFORM SOVIETS WHERE GEAR IS BUT THAT SOVIETS WAVE OFF WILY FOX AND RUN THRU GEAR.

2. ACTION:

A. CGC ACTIVE INVESTIGATING.

B. CCGDONE SENT REF B TO SOVIET FLEET COMMANDER REQUESTING HE INVESTIGATE AND TAKE APPROPRIATE ACTION.

3. STATUS:

A. CASE PENDS.

ORIG: O

BT

TOD 201622Z MAY 71 CE K

ON DE MR R NR21 LS AR

TOD: NRTF/201614Z/ORESTES/

OSR
D
OC
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OIL
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PAT

W.E.M.

8-1-72

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MAY 20 15 30 '71

VZCZCDH^414
PTTUZYUW RUEDDH^0414 1401520-UUUU--RUEBJGA.

ZNR UUUUU

P 201520Z MAY 71

FM CCGDONE

TO RUEBJGA/COMDT COGARD
INFO ZEN/NMFS GLOUCESTER

P 201405Z MAY 71

FM USCGC ACTIVE

TO ZEN/CCGDONE

INFO RUEDEEA/COMEASTAREA COGARD

RUEDEEA/CCGDIHREE

RUEDEEA/USCGC VIGOROUS

BT

UNCLAS

SITREP ONE F/V PAT SAN MARIE POSSIBLE HARASSMENT

1. SITUATION

A. ACTIVE HAS BEEN IN THE VICINITY OF SUBJ VSL'S GEAR ALL NIGHT AND HAS OBSERVED THE FISHING FLEET'S POSITION IN RELATION TO THE RADAR REFLECTORS OF THE BUOYS. THE FLEET REMAINED TO THE WEST AND NORTH OF THE BUOYS UNTIL APPROXIMATELY 200530G WHEN THE FLEET APPROACHED CLOSE TO THE BUOYS.

B. AT 0745G PAT SAN MARIE REPORTED ON 2638 KHZ TO ACTIVE QUOTE I'M CHASING DOWN A RUSSIAN TWO MILES AWAY FROM US UNQUOTE. A FEW MINUTES LATER PAT SAN MARIE APPEARED CLOSE ABOARD TO ACTIVE APPROACHING AT HIGH SPEED OBVIOUSLY MISTAKING ACTIVE FOR THE RUSSIAN.

PAGE TWO RUEDDHA0412 UNCLAS

C. SINCE 0745G PAT SAN MARIE HAS BEEN BUSY RUNNING DOWN ALL RADAR CONTACTS IN THE AREA.

D. PAT SAN MARIE DID REPORT, HOWEVER, THAT SHE COULDN'T FIND ONE OF HER BUOYS. IT IS FELT THAT, DUE TO THE VISIBILITY, THIS DOES NOT SUBSTANTIATE LOSS.

2. ACTION

A. STANDING BY IN VICINITY AND MAINTAINING COMMS WITH PAT SAN MARIE.

3. PLANS AND RECOMMENDATIONS

A. INTEND REMAIN VICINITY AND ASSIST AS NECESSARY. INTEND BOARD PAT SAN MARIE WHEN VISIBILITY IMPROVES.

4. CASE PENDING

BT

#0414

TOD: 30 T NMFS GLOU/201528Z/LP

PAT

ORIG: OIL

OSR
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DCS

NNNN

State of Massachusetts

County of Bristol

I, Joseph C. E. Maillet of 211 Lafayette Street, New Bedford, Massachusetts, being first duly sworn, do depose and say as follows:

as master of the lobster pot fishing vessel Wily Fox arrived at sea at Latitude 40° 7' N. Longitude 69° 40' W. at about 30 miles south of Nantucket Lightship at 04:30 A.M. E.D.T. Thursday May 20, 1971. I observed on the radar, approximately 16 targets on a 6 mile range. We had on board a Channel 12 reporter, Mr. Leo Zani and also a Channel 12 cameraman Richard Lutman. At 06:00 A.M. I came upon a side trawler PM 4496 which was towing through our gear. We signaled to them and tried to tell them that they were in our gear. This side trawler ignored our signals and continued towing through our gear. At 06:55 A.M. I came up to KH4507, UGLEGORSK, side trawler towing through our gear. He ignored our signals and continued towing through our gear. I came up to NB-3AH-AN834 at 07:05 who was towing through our gear. I signaled him and he ignored our signals and continued towing through our gear. I left this trawler and at 07:15 came upon stern trawler MATOS BALTIKI, KH8038. He ignored our signals and towed directly through our gear. I came up on side trawler PM 9039, ATLANTS, at 07:55. He was towing through our gear. I signaled him and he ignored our signals and continued on through our gear. At 08:00 I came upon HN 8128, FERGHVIA towing through our gear. I tried to signal to him, but he ignored our signals and continued on through our gear. At 08:15 A.M. I came upon another trawler in our gear M 2645 SULOY. He ignored our signals and kept towing through our gear. At 08:35 A.M. I observed KM 4382 towing through our gear and he also ignored our signals. At 08:45 I came upon KM 9017 OTRADNY, he ignored our signals and kept towing through our gear.

Witnesses:

Albert E. Sherman J. King.
John Meuser V.P. Enamer

Joseph C. E. Maillet

We patrolled the remainder of the gear and chased Russian trawlers away. We were boarded by the C.G.C. Active in the afternoon. After the Active left I steamed to the northern end of the gear and came across broken buoy number 5. (4) I stood by this buoy until the Pat San Marie came to haul the broken trawl number 5. I called the C.G.C. Active at 08:05 P.M. to notify him that one Soviet side trawler was alongside of me with cloths over the numbers on the top of the pilot house.

On May 21, 1971 I commenced hauling our gear. I found trawl #12 cut, with a total of 4 traps missing. We then hauled trawl #19. We had lost 6 trapx. Then we hauled trawl #2. We had 6 traps missing.

On May 23, 1971 we hauled trawl #13. We lost 19 traps, 250 fathoms of trawl line. We then hauled trawl #4. We lost 7 traps, one anchor, one buoy and assembly for buoy, a Norwegian ball, and 200 fathoms of trawl line.

On May 24, 1971 trawl #2 buoy was missing. At 18:00 E.D.T. we came upon a Polish stern trawler, SWI-203SEJWAL, SWI-NOJSCIE, he was a stern trawler towing through our gear. He acknowledged our signals and hauled in his gear. The C.G.C. Alert was on the scene. At 18:50 the SZN81 LOGOWIK, SZCZECIN, a Polish stern trawler was towing through our gear. He acknowledged our signals and hauled in his gear. The C.G.C. Alert was on the scene.

On May 25, 1971 everything was all right. Everything was all right on May 26, 1971 also.

Witnesses:

Albert E. Sherman Jr. Eng.

John Meuser V. P. Finance

Joseph E. Walker

Pictures of Soviet trawlers Matros Baltiki KM8038
Fergana ЛН-8128, Suloy МБ-2645 and КИ4382 described in Exhibit GG
as towing through gear, taken May 20, 1971 by Joseph Maillet from Wily Fox.



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EXHIBIT II

Picture of trawl buoy 5 first found by the Wily Fox on May 20, 1971 as described in Exhibit GG and which was hauled by the Pat San Marie as described in Exhibit AA and in Exhibit FF, taken by the Wily Fox on May 20, 1971.



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THE COMMONWEALTH OF MASSACHUSETTS
Department of Corporations and Taxation
Bureau of Corporations, 100 Cambridge Street
P. O. Box 7005, Boston, Massachusetts 02204

3-1-97

91

Prelude Corporation

Date May 18, 1971

P. O. Box 296

Westport Point, Massachusetts

CERTIFICATE OF GOOD STANDING
(only checked statements are applicable)

It is hereby certified by the Commissioner of Corporations and Taxation of the Commonwealth of Massachusetts, as of the above date, that the above-named corporation -

☒ was organized in Massachusetts on May 4, 1966;

☐ was organized in _____ on _____
and registered to do business in Massachusetts on _____

☒ and has filed all tax returns required under Massachusetts General Laws, Chapter 63 or 63C, and has paid all taxes shown thereon to be due or assessed to date.

☐ and has filed no tax returns under Massachusetts General Laws, Chapter 63 or 63C, and no taxes have been assessed. Because of its recent organization or the recent date that it has commenced to do business in Massachusetts, no returns or taxes have become due to date.

COMMISSIONER OF CORPORATIONS
AND TAXATION

No. 888-H

By Robert H. Kelley
Assistant Chief of Bureau

THIS CERTIFICATE IS NOT A WAIVER ISSUED UNDER MASSACHUSETTS GENERAL LAWS, CHAPTER 63, SECTION 76, OR A TAX CERTIFICATE ISSUED UNDER MASSACHUSETTS GENERAL LAWS, CHAPTER 156B, SECTION 99 OR 100, AND CANNOT BE USED FOR SUCH PURPOSE.

PERMANENT OR TEMPORARY
PERMANENT
CERTIFICATE No. 32

THE UNITED STATES OF AMERICA

OFFICIAL No.	504024	CONSIDER BACK CALL AND SERIAL LETTERS
		WX 6775

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

Measured at Rockport, Texas 1966

Rebuilt at Houston, Texas 1970

Renumbered at Houston, Texas 1970

Series Feb.

Homework 450

Consolidated Certificate of Enrollment and License

EXHIBIT KK

In Conformity to Title L, "Regulation of Vessels in Domestic Commerce," of the Revised Statutes of the United States

Joseph S. Gaziano, of Rockport, South Dartmouth, Mass., President,

having taken and subscribed the oath:

required by law, and having sworn:

Prelude Corporation (04-2396069)

Cherry & Webb Road,

Westport, Mass. 02791

Incorporated under the laws of the Commonwealth of Massachusetts

is a WILLY FOX citizen of the United States and the sole owner of the vessel called the New Bedford, Mass.
(Name of vessel) Rockport, Texas, of steel
and that the said vessel was built in the year 1968, at Rockport, Texas
as appears by P.E. No. 8, issued at New Bedford, Mass., Oct. 8, 1968, now surrendered

and Ray C. Chaffer, Admeasurer, Houston, Texas having certified that
the said vessel is a oil screw
one deck, one mast, one raked stem, and a round stern; that
her register length is 91.2 feet, her register breadth 23.0 feet, her register depth 11.2 feet,
her height 18.00 feet; that she measures as follows: "

	TONS	NET TONS
Capacity under tonnage deck	153	39
Capacity between decks above tonnage deck		
Capacity of enclosures on the upper deck, viz: Forecastle		
house-deck <u>18.00</u> , side	21	72
house-deck <u>18.00</u> , side	125	11
GROSS TONNAGE		
Deductions under Section 4153, Revised Statutes, as amended (Section 77, title 46, United States Code):		
Crew space		
Steering gear		
Chart house		
Storage of sails		
Master's cabin		
Anchor gear		
Donkey engine and boiler		
Propelling power (actual space <u>12.51</u>) <u>32.13</u> = <u>30.79</u>		
TOTAL DEDUCTIONS	30	72
NET TONNAGE	124	

The following-described spaces, and no others, have been omitted, viz: Forepeak, other spaces (except double
bottoms) for water ballast, open forecastle, open poop, open shelter deck
cabins, companions 7.81, gallery 2.90, skylights, wheelhouse 2.37, water-closets 3.02, anchor gear
donkey engine and boiler, steering gear, other machinery spaces

And " Joseph G. B. Maillet, Master having agreed to the description and measurement above specified,
the said vessel has been duly ENROLLED at this PORT:

LICENSE

And Joseph G. B. Maillet
States, that this license shall not be used for any other vessel, or for any other employment than is herein specified, or in any trade or business whereby the revenue of the United States may be defrauded:
the master, having sworn that he is a citizen of the United States

Hull house _____ Donkey engine and boiler _____
 Storage of sails _____ Propelling power (actual space 12451) 12/13 - 30.79
 TOTAL DEDUCTIONS _____
 NET TONNAGE _____
 The following-described spaces, and no others, have been omitted, viz: Forepeak _____, afterpeak _____, other spaces (except double
 bottoms) for water ballast _____, open forecabin _____, open poop _____, open shelter deck _____, open houses _____
 cabins _____, companions _____, galley _____, wheelhouse _____, water-closets _____, anchor gear _____
 onkey engine and boiler _____, steering gear _____, lights and air spaces _____, other machinery spaces _____

And " _____ Joseph G. T. Madrillet, Master _____ having agreed to the description and measurement above specified,
 said vessel has been duly ENROLLED at this PORT:

LICENSE

And _____ Joseph G. T. Madrillet _____, the master, having sworn that he is a citizen of the United
 States, that this license shall not be used for any other vessel, or for any other employment than is herein specified, or in any trade or business whereby the revenue of the United
 States may be defrauded:
 LICENSE is hereby granted for the said vessel to be employed in carrying on the _____ Mackerel Fishery _____ for ONE YEAR
 on the date hereof, and no longer.
 (Consisting Trade, Cod Fishery, or Mackerel Fishery)

GIVEN under my hand and seal at the PORT of New Bedford, Mass.
 District of _____ this 8th day of March
 in the year One Thousand Nine Hundred and Seventy-one (1971).
 G. Willard, Documentation Officer
 BY ATTORNEY OF _____
 WEST COAST DISTRICT

"Insert name and address of person by whom oath or affirmation was made."
 "Substitute 'affirmed' when necessary."
 "Insert the name and business address of the owner. If there are two or more owners, give the name
 business address of one of the owners (managing owner, if one has been designated) and the proportion
 owned by him, followed by the names of the other owners and the proportions owned by each. If the vessel
 is a corporation, give the corporate name followed by the words 'Incorporated under the laws of the State
 of _____' (inserting the appropriate State name)."
 "If the vessel is owned by the United States of America, delete 'citizens of the United States and.'
 Insert the name exactly as it appeared on the preceding document, or, in the case of a first document
 it appeared on the application for official number. If the vessel has borne another name or a number
 before prior to documentation of redocumentation, give every such name or number in parentheses
 preceded by the prefix 'ex.' immediately following the documented name.
 "Write 'wood,' 'iron,' 'steel,' or as required."

ENDORSEMENTS OF CHANGE OF MASTER

3.1.101

1) AGE) Port of _____, 19____
 _____, having taken the oath
 required by law, is at present master of the within-named vessel, vice

 _____, Documentation Officer.

2) Port of _____, 19____
 _____, having taken the oath
 required by law, is at present master of the within-named vessel, vice

 _____, Documentation Officer.

3) Port of _____, 19____
 _____, having taken the oath
 required by law, is at present master of the within-named vessel, vice

 _____, Documentation Officer.

4) Port of _____, 19____
 _____, having taken the oath
 required by law, is at present master of the within-named vessel, vice

 _____, Documentation Officer.

5) Port of _____, 19____
 _____, having taken the oath
 required by law, is at present master of the within-named vessel, vice

 _____, Documentation Officer.

6) Port of _____, 19____
 _____, having taken the oath
 required by law, is at present master of the within-named vessel, vice

 _____, Documentation Officer.

(7) Port of _____, 90____
 _____, having taken the
 required by law, is at present master of the within-named vessel,

 _____, Documentation Officer.

(8) Port of _____
 _____, having taken the
 required by law, is at present master of the within-named vessel,

 _____, Documentation Officer.

(9) Port of _____
 _____, having taken the
 required by law, is at present master of the within-named vessel,

 _____, Documentation Officer.

(10) Port of _____
 _____, having taken the
 required by law, is at present master of the within-named vessel,

 _____, Documentation Officer.

(11) Port of _____
 _____, having taken the
 required by law, is at present master of the within-named vessel,

 _____, Documentation Officer.

(12) Port of _____
 _____, having taken the
 required by law, is at present master of the within-named vessel,

 _____, Documentation Officer.

ENDORSEMENTS OF RENEWAL

Renewal No. 1. Port of _____
 The within-described LICENSE is hereby renewed for ONE YEAR
 from _____, 19____
 [Seal] _____
 _____, Documentation Officer.

Renewal No. 2. Port of _____
 The within-described LICENSE is hereby renewed for ONE YEAR
 from _____, 19____
 [Seal] _____
 _____, Documentation Officer.

Renewal No. 3. Port of _____
 The within-described LICENSE is hereby renewed for ONE YEAR
 from _____, 19____
 [Seal] _____
 _____, Documentation Officer.

Renewal No. 4. Port of _____
 The within-described LICENSE is hereby renewed for ON
 from _____, 19____
 [Seal] _____
 _____, Documentation Officer.

Renewal No. 5. Port of _____
 The within-described LICENSE is hereby renewed for ON
 from _____, 19____
 [Seal] _____
 _____, Documentation Officer.

Renewal No. 6. Port of _____
 The within-described LICENSE is hereby renewed for ON
 from _____, 19____
 [Seal] _____
 _____, Documentation Officer.

PREFERRED MORTGAGE ENDORSEMENT

(REFOUNT MORTGAGE ACT, TITLE 12, SEC. 1701-1705, TITLE 12, CHAPTER 12)

MORTGAGE DESCRIPTION

(SUBSECTION 60)

Mortgagee: _____
Mortgagee: _____
Endorsed: _____, 19____, at _____ m.
Total amount, \$ _____
Date of maturity: _____, 19____

Discharge amount, \$ _____
Port of _____
[SEAL] _____

Documentation Officer: _____

MORTGAGE DISCHARGE

(SUBSECTION 60)

Port of _____
The sum of \$ _____, 19____ has been
paid on the above-described mortgage, the certificate
of such discharge being filed in this office and recorded
_____ 19____, at _____ m.
[SEAL] _____

Official No. 504024

CG-1271

DEPARTMENT OF TRANSPORTATION

UNITED STATES COAST GUARD

PERMIT
(Permanent or Temporary)

Consolidated Enrollment and License

FOR THE
Vessel
(Name "Coasting Trade" or "Fishboat")

No. 39
OF THE

Oil screw
CALLED THE

CITY OF
OF

New Bedford, Mass.

175 Gross, 114 net,
ISSUED AT THE

Port of New Bedford, Mass.

Mar. 8th, 1917

WHERE SURRENDERED:

WHEN SURRENDERED:

WHY SURRENDERED:

PREFERRED MORTGAGE ENDORSEMENT

(REFOUNT MORTGAGE ACT, TITLE 12, SEC. 1701-1705, TITLE 12, CHAPTER 12)

MORTGAGE DESCRIPTION

(SUBSECTION 60)

Mortgagee: Prelude Corporation
Mortgagee: The Merchants National Bank of New Bedford
Endorsed: April 17, 1920, at _____
Total amount, \$ 100,000.00
Date of maturity: April _____, 19____

Discharge amount, \$ same as total
Port of New Bedford, Mass.
[SEAL] /s/ G. Bullard

Documentation Officer: _____

MORTGAGE DISCHARGE

(SUBSECTION 60)

Port of _____
The sum of \$ _____
paid on the above-described mortgage,
of such discharge being filed in this office
_____ 19____, at _____ m.
[SEAL] _____



DEPARTMENT OF
TRANSPORTATION
U. S. COAST GUARD
CG-1271 (Rev. 5-67)

PERMANENT
CERTIFICATE No. <u>11</u>

THE UNITED STATES OF AMERICA

OFFICIAL No.	507438
EXPIRATION DATE	XX 0151

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

Signed at Sturgeon Bay, Wisc. 11 67

Subscribed at Sturgeon Bay, Wisc. 11 67

Witnessed at Sturgeon Bay, Wisc. 11 67

State Wis.

Port Sturgeon Bay

Consolidated Certificate of Enrollment and License

In Conformity to Title L, "Regulation of Vessels in Domestic Commerce," of the Revised Statutes of the United States

William D. Whipple, of 1927 Drift Road, Westport, Mass., Certificate No. 11 67, required by law, and having sworn that

Preclude Corporation (file-2386662)

Cherry & Webb Road,

Westport, Mass. 02798

Incorporated under the laws of the Commonwealth of Massachusetts

LICENSE

And William D. Whipple, the master, having sworn that he is a citizen of the United States, shall not be used for any other vessel, or for any other employment than is herein specified, or in any trade or business whereby the revenue of the United States is diminished.

Mackerel Fishery for ONE YEAR

(Coasting Trade, Cod Fishery, or Blackhead Fishery)

28th day of August

28th day of August

G. Bullard, Documentation Officer
BY DIRECTION OF THE COMMANDER

[illegible][illegible]

1. (a) (b) (c) (d) (e) (f) (g) (h) (i) (j) (k) (l) (m) (n) (o) (p) (q) (r) (s) (t) (u) (v) (w) (x) (y) (z) (aa) (ab) (ac) (ad) (ae) (af) (ag) (ah) (ai) (aj) (ak) (al) (am) (an) (ao) (ap) (aq) (ar) (as) (at) (au) (av) (aw) (ax) (ay) (az) (ba) (bb) (bc) (bd) (be) (bf) (bg) (bh) (bi) (bj) (bk) (bl) (bm) (bn) (bo) (bp) (bq) (br) (bs) (bt) (bu) (bv) (bw) (bx) (by) (bz) (ca) (cb) (cc) (cd) (ce) (cf) (cg) (ch) (ci) (cj) (ck) (cl) (cm) (cn) (co) (cp) (cq) (cr) (cs) (ct) (cu) (cv) (cw) (cx) (cy) (cz) (da) (db) (dc) (dd) (de) (df) (dg) (dh) (di) (dj) (dk) (dl) (dm) (dn) (do) (dp) (dq) (dr) (ds) (dt) (du) (dv) (dw) (dx) (dy) (dz) (ea) (eb) (ec) (ed) (ee) (ef) (eg) (eh) (ei) (ej) (ek) (el) (em) (en) (eo) (ep) (eq) (er) (es) (et) (eu) (ev) (ew) (ex) (ey) (ez) (fa) (fb) (fc) (fd) (fe) (ff) (fg) (fh) (fi) (fj) (fk) (fl) (fm) (fn) (fo) (fp) (fq) (fr) (fs) (ft) (fu) (fv) (fw) (fx) (fy) (fz) (ga) (gb) (gc) (gd) (ge) (gf) (gg) (gh) (gi) (gj) (gk) (gl) (gm) (gn) (go) (gp) (gq) (gr) (gs) (gt) (gu) (gv) (gw) (gx) (gy) (gz) (ha) (hb) (hc) (hd) (he) (hf) (hg) (hh) (hi) (hj) (hk) (hl) (hm) (hn) (ho) (hp) (hq) (hr) (hs) (ht) (hu) (hv) (hw) (hx) (hy) (hz) (ia) (ib) (ic) (id) (ie) (if) (ig) (ih) (ii) (ij) (ik) (il) (im) (in) (io) (ip) (iq) (ir) (is) (it) (iu) (iv) (iw) (ix) (iy) (iz) (ja) (jb) (jc) (jd) (je) (jf) (jg) (jh) (ji) (jj) (jk) (jl) (jm) (jn) (jo) (jp) (jq) (jr) (js) (jt) (ju) (jv) (jw) (jx) (jy) (jz) (ka) (kb) (kc) (kd) (ke) (kf) (kg) (kh) (ki) (kj) (kk) (kl) (km) (kn) (ko) (kp) (kq) (kr) (ks) (kt) (ku) (kv) (kw) (kx) (ky) (kz) (la) (lb) (lc) (ld) (le) (lf) (lg) (lh) (li) (lj) (lk) (ll) (lm) (ln) (lo) (lp) (lq) (lr) (ls) (lt) (lu) (lv) (lw) (lx) (ly) (lz) (ma) (mb) (mc) (md) (me) (mf) (mg) (mh) (mi) (mj) (mk) (ml) (mm) (mn) (mo) (mp) (mq) (mr) (ms) (mt) (mu) (mv) (mw) (mx) (my) (mz) (na) (nb) (nc) (nd) (ne) (nf) (ng) (nh) (ni) (nj) (nk) (nl) (nm) (nn) (no) (np) (nq) (nr) (ns) (nt) (nu) (nv) (nw) (nx) (ny) (nz) (oa) (ob) (oc) (od) (oe) (of) (og) (oh) (oi) (oj) (ok) (ol) (om) (on) (oo) (op) (oq) (or) (os) (ot) (ou) (ov) (ow) (ox) (oy) (oz) (pa) (pb) (pc) (pd) (pe) (pf) (pg) (ph) (pi) (pj) (pk) (pl) (pm) (pn) (po) (pp) (pq) (pr) (ps) (pt) (pu) (pv) (pw) (px) (py) (pz) (qa) (qb) (qc) (qd) (qe) (qf) (qg) (qh) (qi) (qj) (qk) (ql) (qm) (qn) (qo) (qp) (qq) (qr) (qs) (qt) (qu) (qv) (qw) (qx) (qy) (qz) (ra) (rb) (rc) (rd) (re) (rf) (rg) (rh) (ri) (rj) (rk) (rl) (rm) (rn) (ro) (rp) (rq) (rr) (rs) (rt) (ru) (rv) (rw) (rx) (ry) (rz) (sa) (sb) (sc) (sd) (se) (sf) (sg) (sh) (si) (sj) (sk) (sl) (sm) (sn) (so) (sp) (sq) (sr) (ss) (st) (su) (sv) (sw) (sx) (sy) (sz) (ta) (tb) (tc) (td) (te) (tf) (tg) (th) (ti) (tj) (tk) (tl) (tm) (tn) (to) (tp) (tq) (tr) (ts) (tt) (tu) (tv) (tw) (tx) (ty) (tz) (ua) (ub) (uc) (ud) (ue) (uf) (ug) (uh) (ui) (uj) (uk) (ul) (um) (un) (uo) (up) (uq) (ur) (us) (ut) (uu) (uv) (uw) (ux) (uy) (uz) (va) (vb) (vc) (vd) (ve) (vf) (vg) (vh) (vi) (vj) (vk) (vl) (vm) (vn) (vo) (vp) (vq) (vr) (vs) (vt) (vu) (vv) (vw) (vx) (vy) (vz) (wa) (wb) (wc) (wd) (we) (wf) (wg) (wh) (wi) (wj) (wk) (wl) (wm) (wn) (wo) (wp) (wq) (wr) (ws) (wt) (wu) (wv) (ww) (wx) (wy) (wz) (xa) (xb) (xc) (xd) (xe) (xf) (xg) (xh) (xi) (xj) (xk) (xl) (xm) (xn) (xo) (xp) (xq) (xr) (xs) (xt) (xu) (xv) (xw) (xx) (xy) (xz) (ya) (yb) (yc) (yd) (ye) (yf) (yg) (yh) (yi) (yj) (yk) (yl) (ym) (yn) (yo) (yp) (yq) (yr) (ys) (yt) (yu) (yv) (yw) (yx) (yy) (yz) (za) (zb) (zc) (zd) (ze) (zf) (zg) (zh) (zi) (zj) (zk) (zl) (zm) (zn) (zo) (zp) (zq) (zr) (zs) (zt) (zu) (zv) (zw) (zx) (zy) (zz)

1. In the first document, the name should be that of the person counter-signing the certificate of endorsement.

[illegible]

ENDORSEMENTS OF CHANGE OF MASTER

(1) Port of New Bedford Mass. 4/6, 1970
James J. Carroll having taken the oath
 required by law, is at present master of the within-named vessel, vice
Wm. D. Luskapple
James J. Carroll Documentation Officer
 (2) Port of New Bedford Mass. 1/8, 1971
William D. Luskapple having taken the oath
 required by law, is at present master of the within-named vessel, vice
James J. Carroll
William D. Luskapple Documentation Officer
 (3) Port of , 19
 having taken the oath
 required by law, is at present master of the within-named vessel, vice

 Documentation Officer

(17) Port of , 19
 having taken the oath
 required by law, is at present master of the within-named vessel, vice

 Documentation Officer
 (18) Port of , 19
 having taken the oath
 required by law, is at present master of the within-named vessel, vice

 Documentation Officer
 (19) Port of , 19
 having taken the oath
 required by law, is at present master of the within-named vessel, vice

 Documentation Officer

(10) Port of , 19
 having taken the oath
 required by law, is at present master of the within-named vessel, vice

 Documentation Officer

(10) Port of _____, 19____, having taken the oath required by law, is at present master of the within-named vessel, vice _____
Documentation Officer.

(11) Port of _____, 19____, having taken the oath required by law, is at present master of the within-named vessel, vice _____
Documentation Officer.

(12) Port of _____, 19____, having taken the oath required by law, is at present master of the within-named vessel, vice _____
Documentation Officer.

(10) Port of _____, 19____, having taken the oath required by law, is at present master of the within-named vessel, vice _____
Documentation Officer.

(11) Port of _____, 19____, having taken the oath required by law, is at present master of the within-named vessel, vice _____
Documentation Officer.

(12) Port of _____, 19____, having taken the oath required by law, is at present master of the within-named vessel, vice _____
Documentation Officer.

ENDORSEMENTS OF RENEWAL

Renewal No. 1. Port of NEW BEDFORD, MASS.
The within-described LICENSE is hereby renewed for ONE YEAR
from AUG 18 1970 [Seal] _____
Documentation Officer.

Renewal No. 2. Port of _____
The within-described LICENSE is hereby renewed for ONE YEAR
from _____, 19____ [Seal] _____
Documentation Officer.

Renewal No. 3. Port of _____
The within-described LICENSE is hereby renewed for ONE YEAR
from _____, 19____ [Seal] _____
Documentation Officer.

Renewal No. 4. Port of _____
The within-described LICENSE is hereby renewed for ONE YEAR
from _____, 19____ [Seal] _____
Documentation Officer.

Renewal No. 5. Port of _____
The within-described LICENSE is hereby renewed for ONE YEAR
from _____, 19____ [Seal] _____
Documentation Officer.

Renewal No. 6. Port of _____
The within-described LICENSE is hereby renewed for ONE YEAR
from _____, 19____ [Seal] _____
Documentation Officer.

PREFERRED MORTGAGE ENDORSEMENT

(MERCHANT MARINE ACT, 1920, SEC. 20—U. S. C. TITLE 46, CHAPTER 20)

MORTGAGE DESCRIPTION

(SUBSECTION DC)

Mortgagor Prelude Corporation

Mortgagee The Merchants National Bank
of New Bedford

Endorsed Sept. 26, 1969, at 11:20 a.m.

Total amount, \$197,000.00 w/int. @ 8 1/2% p.a. &
perf. of mtge. covenants

Date of maturity Sept. 26, 1979

Discharge amount, \$same as total amount.

Port of New Bedford, Mass.

[SEAL]

G. Muller 
Documentation Officer.

MORTGAGE DISCHARGE

(SUBSECTION DE)

Port of _____

The sum of \$ _____ has been
paid on the above-described mortgage, the certificate
of such discharge being filed in this office and recorded

[SEAL]

Documentation Officer.

Official No. 507438

101

CG-1271

DEPARTMENT OF TRANSPORTATION

UNITED STATES COAST GUARD

P E R M A N E N T

(Permanent or Temporary)

Consolidated Enrollment and License

FOR THE

Fisheries

(Insert "Coasting Trade" or "Tow-haul")

No. 11

OF THE

Oil screw

CALLED THE

PAT-SAB-MARIE

OF

New Bedford, Mass.

183 gross, 21 net,
ISSUED AT THE

Port of New Bedford, Mass.

Aug. 20th, 1969

WHERE SURRENDERED:

WHEN SURRENDERED:

WHY SURRENDERED:

Documentation Officer.

GPO 959-652

Official No. 507438

CG-1271

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

PERMANENT
(Permanent or Temporary)

Consolidated Enrollment and License

FOR THE

Fisheries

(Select "Coasting Trade" or "Fisheries")

No. 11

OF THE

Oil screw

CALLED THE

PAT-SAN-MARIE

OF

New Bedford, Mass.

183

gross,

21

net,

ISSUED AT THE

Port of New Bedford, Mass.

Aug. 26th, 1969

WHERE SURRENDERED:

WHEN SURRENDERED:

WHY SURRENDERED:

Documentation Officer

GPO 959 552

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

PREFERRED MORTGAGE ENDORSEMENT

01.3. PAT-SAN-MARIE 201,36

(Name of vessel)

(Official No.)

P. 11 8/26/69 01.3.36

(License number, date, and)

MORTGAGE DESCRIPTION

(Subsection D)

Mortgagor Prentice Company

Mortgagee The Merchants Bank of New Bedford

Endorsed Mar. 2, 1971 at m.

Total amount, \$387,574.00

Date of maturity 10/1/71

Discharge amount, \$387,574.00

Port of New Bedford, Mass.

[IMPRESS
SEAL]

J. Bullard Documentation Officer

MORTGAGE DISCHARGE
(Subsection G)

Port of

19

The sum of \$
has been paid on the above-described mortgage,
the certificate of such discharge being filed in
this office and recorded

19 at m.

[IMPRESS
SEAL]

Documentation Officer

(Send duplicate to the Commandant (MYD))

DEPT OF TRANSP., USCG, CG-1292 (Rev. 5-61)

U.S. GOVERNMENT PRINTING OFFICE: 1969-2-147



THE LIBRARY OF CONGRESS
Congressional Research Service

WASHINGTON, D.C. 20540

September 21, 1971

SEP 22 1971

TO: Honorable Hastings Keith
Attn: Bill Burpee

FROM: Nancy Petersen NP
Research Assistant

VIA: Charles S. Sheldon II CS
Chief, Science Policy Research Division

SUBJ: Recent articles on harassment of fishing vessels at sea.

In response to your request, we are enclosing the following articles:

1. "Statement on Soviet, Polish, and Other Foreign Fishing Off the Atlantic Coast of the United States." Department of State release. February 15, 1971.
2. "U.S.-Soviet Lobster Talks Successful". Washington Post, May 20, 1971.
3. "Soviet Skipper to Discuss Lobster Boat Incidents." Traveller, May 16, 1971.
4. "Soviet trawlers cut lobster lines." Christian Science Monitor, May 14, 1971.
5. "Coast Guard Shields Boat from Soviets". Boston Herald Traveller, May 14, 1971.
6. Alexander, James B. "The Russians are here." Christian Science Monitor, May 5, 1971.

We do not have any articles on current or forthcoming negotiations between the U.S. and the U.S.S.R.

If we can be of further assistance, please do not hesitate to call.

Enclosures: (6)

NP:ss





THE LIBRARY OF CONGRESS
Congressional Research Service

WASHINGTON, D.C. 20540

September 21, 1971

TO: Honorable Hastings Keith
Attn: Bill Burpee

FROM: Nancy Petersen NP
Research Assistant

VIA: Charles S. Sheldon II
Chief, Science Policy Research Division

SUBJ: Recent articles on harassment of fishing vessels at sea.

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5. "Coast Guard Shields Boat from Soviets". Boston Herald Traveller, May 14, 1971.
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We do not have any articles on current or forthcoming negotiations between the U.S. and the U.S.S.R.

If we can be of further assistance, please do not hesitate to call.

Enclosures: (6)

NP:ss

THE LIBRARY OF CONGRESS

Congressional Research Service

WASHINGTON, D.C. 20540

September 11, 1971

1. Memorandum for the President
Re: The President's Commission on the Assassination of President Kennedy
Report of the Commission
October 1964
2. Memorandum for the President
Re: The President's Commission on the Assassination of President Kennedy
Report of the Commission
October 1964
3. Memorandum for the President
Re: The President's Commission on the Assassination of President Kennedy
Report of the Commission
October 1964
4. Memorandum for the President
Re: The President's Commission on the Assassination of President Kennedy
Report of the Commission
October 1964
5. Memorandum for the President
Re: The President's Commission on the Assassination of President Kennedy
Report of the Commission
October 1964
6. Memorandum for the President
Re: The President's Commission on the Assassination of President Kennedy
Report of the Commission
October 1964
7. Memorandum for the President
Re: The President's Commission on the Assassination of President Kennedy
Report of the Commission
October 1964
8. Memorandum for the President
Re: The President's Commission on the Assassination of President Kennedy
Report of the Commission
October 1964
9. Memorandum for the President
Re: The President's Commission on the Assassination of President Kennedy
Report of the Commission
October 1964
10. Memorandum for the President
Re: The President's Commission on the Assassination of President Kennedy
Report of the Commission
October 1964

Enclosure

100-100000



DEPARTMENT OF STATE

Washington, D.C. 20520

STATEMENT ON SOVIET, POLISH, AND OTHER FOREIGN FISHING
OFF THE ATLANTIC COAST OF THE UNITED STATES

Soviet and Polish fishermen have been operating off the Atlantic coast of the United States for a number of years. Their operations vary both in location, from New England to the Cape Hatteras area, and in intensity from time to time and from year to year. Generally intensive fishing builds up in the late winter and extends into the summer months; it tends to gradually diminish as favorable weather and fishing conditions develop on the Grand Banks and other areas to the north and vessels are shifted to those fisheries, until it is almost nil in mid-winter.

Fishermen of other nations also fish off our coast, although in smaller numbers, and generally farther north. With regard to such foreign fishing, this Government is firmly committed to the conservation of the fisheries resources off our coasts and the protection of the interests of American fishermen in these areas, consistent with international law. This Government's policy is to utilize all methods permitted to us under international law to ensure that foreign fishing activities on the high seas off our coast are consistent with the interests of American fishermen.

Foreign vessels are fishing in this area because these fishermen, like those of other nations, must go where the fish of interest to them are found. This is true for many of our own fishermen also, who conduct valuable and extensive fisheries off the coasts of a number of other nations. It is unfortunate in some respects that fish of the species desired by the fishermen and in the number required are not always found immediately off the coasts of fishing nations, but nature did not include national needs or national tastes in making distribution of fisheries resources throughout the ocean. Historically, dating back several centuries, fishermen have voyaged long distances seeking the particular species needed for their markets. The Soviet and Polish high seas fisheries, although of comparatively recent origin, have followed the same general pattern as nations with older

distant water fisheries in developing their fishery. Other nations with older fisheries have extended their fisheries to our coasts as demand for fish throughout the world has increased.

The U.S.S.R. depends on their fisheries to supply a significant amount of their animal protein needs, no doubt due at least partially to the failure of their agriculture to produce the needed supply of animal protein. Poland is also a heavy user of fish. Since they depend on a continuing supply of the natural resource for the operation of their fishery, it has been our observation that they generally follow accepted conservation practices. It is in their own interest to do so, since if they deplete the resources on which they fish they must move further and further away to find additional resources, at ever increasing costs to them. They also desire to minimize the costs of their business enterprises.

American fishermen have a similar right to fish off the coasts of communist bloc nations; they do not do so because it is not economic for them, or species of interest to them are not found there or are available closer to home. Fishermen from a number of our allied nations do fish off these coasts, however.

Fishing by foreign vessels or engaging in activities in support of a foreign fishing fleet within the three nautical mile territorial sea of the United States and within the further nine nautical mile contiguous fisheries zone of the United States is prohibited by law, except as may be permitted in accordance with law or international agreement. There are few exceptions to this prohibition, and only one on the Atlantic coast which applies to Soviet vessels. This is discussed below.

There have been few violations of this prohibition by foreign vessels. One German fishing vessel has been seized by the Coast Guard for fishing in the contiguous fisheries zone off Massachusetts. Violations were also brought to the attention of representatives of the Polish and Soviet Embassies, and to the masters of various vessels, who were warned that American enforcement authorities are under instructions to seize and detain vessels violating this prohibition, and

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Congressional Research Service

September 11, 1972

WASHINGTON, D.C. 20540

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FROM: Mr. [Name] [Address]
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It is requested that you return the following articles:

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Very truly yours,

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that severe penalties may be imposed under the law. This Department is in favor of increasing the law enforcement capabilities of the Coast Guard to deal with such matters.

The Soviet Union has become a major sea power. She has perhaps the largest fishing fleet in the world, engaged in fishing activities. Our defense forces are well aware of the activities of Soviet naval vessels, which are occasionally inaccurately reported to be fishing trawlers and take appropriate action.

Under international law, foreign vessels may enter the contiguous fisheries zone of the United States as long as they do not fish or engage in activities in support of a foreign fishing fleet. They may also traverse the territorial sea of the United States in innocent passage under long standing principles of international law. The United States has historically been one of the stoutest defenders of these principles of international law. In the interests of national security we must continue to do so to ensure the necessary mobility of our sea and air forces and merchant marine throughout the world. This policy is also based on our interests in the free movement of international trade by sea.

There is a general right under international law for fishermen of all nations to engage in high seas fishing, subject only to the general principles of conservation and to conducting their fisheries with reasonable regard for the rights of others in fishing and pursuing other activities on the high seas. The United States has traditionally been one of the foremost supporters of this right for fishermen of all nations. We must continue to support this right in the interests of our fishermen operating off the coasts of other nations and in the interests of maintaining the freedoms of the sea which are so vital to our national security.

Until the contiguous fisheries zone of the United States was established in 1966, foreign fishermen were free to fish up to three nautical miles from our coast. Jurisdiction over fisheries to a total distance of twelve nautical miles is now generally accepted by the nations of the world. Establishment of jurisdiction in excess of twelve miles would be contrary to existing international law and

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September 11, 1974

WASHINGTON, D.C. 20540

Dear Sir:

Enclosed for the Library of Congress are two copies of the report of the President's Commission on the Assassination of President John F. Kennedy, Volume I, "The Assassination of President John F. Kennedy," dated September 11, 1974.

Very truly yours,

John Edgar Hoover
Director

In response to your request, we are enclosing the following articles:

1. "The Assassination of President John F. Kennedy," by John Edgar Hoover, Director, Federal Bureau of Investigation, September 11, 1974.
2. "The Assassination of President John F. Kennedy," by John Edgar Hoover, Director, Federal Bureau of Investigation, September 11, 1974.

Very truly yours,

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Director

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John Edgar Hoover

the broad interests of the United States. The United States does not consider that there is any right under international law to claim a territorial sea in excess of three nautical miles from the baseline, nor to claim exclusive jurisdiction over fisheries in excess of an additional nine nautical miles contiguous to the territorial sea. Any claims in excess of these limits are detrimental to our distant water fisheries off the coasts of other countries and would impair our national defense if accepted by curtailing the operations of our naval and air forces.

However, the general right of freedom of fishing may be limited by international agreement. In the interest of rational utilization and conservation of the fisheries resources, and for the protection of the interests of our sport and commercial fishermen, this Government has entered into fisheries agreements with many nations participating in fisheries of mutual concern. These agreements have been instrumental in conserving the resources and ensuring access of our fishermen to them to a significant extent, or offer promise of doing so. The United States is recognized as a leader in international cooperative solutions to fisheries problems.

The International Commission for the Northwest Atlantic Fisheries is responsible for the conservation and protection of fisheries resources in the area from the eastern tip of Long Island north and east to Greenland, including the important fishing grounds off New England. This Commission of which the United States, Canada, the Soviet Union, Poland, ten other European nations, and Japan are members, has instituted a significant number of conservation regulations and has conducted extensive scientific research.

The region to the south and west, from the eastern tip of Long Island to Cape Fear, is the subject of bilateral agreements with the U.S.S.R. and Poland. These agreements were negotiated for the benefit of and at the request of American fishing interests--both sports and commercial. Extensive consultations were conducted with the industry prior to the negotiations, and representatives of the industry took part in the negotiations. Fishery officials from the various states along the Atlantic coast were also

September 10, 1974

WASHINGTON, D.C. 20540

Dear Sir:

Enclosed for your review are two copies of the following articles:

1. "The Impact of the 1974-75 Recession on the U.S. Economy," by J. G. Thompson, *Journal of Applied Economics*, Vol. 1, No. 1, 1974.

2. "The Impact of the 1974-75 Recession on the U.S. Economy," by J. G. Thompson, *Journal of Applied Economics*, Vol. 1, No. 1, 1974.

Very truly yours,

J. G. Thompson

Enclosure

consulted, and a number of them participated in the negotiations. We understand that the sports and commercial fishing interests in the area are generally satisfied with the agreements, and that they generally believe that they offer significant protection for American fishing interests.

The agreements limit the general right referred to above of American, Soviet, and Polish fishermen on the high seas. However, the net effect of these limitations is most beneficial to American fishermen. In return for the limitations which are placed on Soviet and Polish high seas fishing by the agreements, the United States has afforded certain privileges to Soviet and Polish fishermen. Soviet fishermen are permitted to fish in a small, less-than-sixty square mile, area within the U.S. contiguous fisheries zone. Soviet and Polish fishermen are also permitted to conduct loading operations in several small, eighteen to approximately 112 square mile, areas within our fisheries limit. These areas are no closer than six miles to the coast. These privileges are limited to the times of the year when they pose little or no interference with our own fisheries or other activities. At the same time the agreement, practically speaking, excludes Soviet and Polish fishing from an area of over three thousand square miles of the high seas for three and one-half months each year. They also place limitations on Soviet and Polish fishing in the entire area from Long Island to Cape Fear all year. These limitations apply to the species of greatest concern to American sports and commercial fishermen in the area.

The agreements look to the facilitation of entry of Soviet and Polish vessels to U.S. ports to secure fresh water fuel, and provisions. However, they are limited to certain specified ports, and applicable procedures must be followed before entry is allowed. In actual fact, few foreign fishing vessels enter United States ports.

The agreement with Poland was re-negotiated in June 1970. The agreement with the U.S.S.R. was re-negotiated in December 1970 and February 1971.

In short, then, foreign fishing activity off our Atlantic coast is conducted under provisions of international law which are important for us to uphold in terms of our interests in national security, fishing, and the free movement of international trade. For the same reasons, we must continue to oppose excessive claims to offshore jurisdiction. On the

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1. Report of the Committee on Education and the Labor Force, House of Representatives, 93rd Congress, 1st Session, H. Rept. 1000, 93-1, 1973.
2. Report of the Committee on Education and the Labor Force, House of Representatives, 93rd Congress, 1st Session, H. Rept. 1000, 93-1, 1973.
3. Report of the Committee on Education and the Labor Force, House of Representatives, 93rd Congress, 1st Session, H. Rept. 1000, 93-1, 1973.
4. Report of the Committee on Education and the Labor Force, House of Representatives, 93rd Congress, 1st Session, H. Rept. 1000, 93-1, 1973.
5. Report of the Committee on Education and the Labor Force, House of Representatives, 93rd Congress, 1st Session, H. Rept. 1000, 93-1, 1973.
6. Report of the Committee on Education and the Labor Force, House of Representatives, 93rd Congress, 1st Session, H. Rept. 1000, 93-1, 1973.
7. Report of the Committee on Education and the Labor Force, House of Representatives, 93rd Congress, 1st Session, H. Rept. 1000, 93-1, 1973.
8. Report of the Committee on Education and the Labor Force, House of Representatives, 93rd Congress, 1st Session, H. Rept. 1000, 93-1, 1973.
9. Report of the Committee on Education and the Labor Force, House of Representatives, 93rd Congress, 1st Session, H. Rept. 1000, 93-1, 1973.
10. Report of the Committee on Education and the Labor Force, House of Representatives, 93rd Congress, 1st Session, H. Rept. 1000, 93-1, 1973.

Washington, D.C.

Page 1

other hand, foreign fishing activities may be limited and regulated by international agreement. The United States as a world leader in this field has concluded a number of such agreements which look to the conservation of the resources and the protection of American fishing interests in the area in question, while at the same time serving larger interests by protecting the freedoms of the sea which are so important to us and our allies.

On February 18, 1970 the President in his foreign affairs message to Congress stated, "The most pressing issue regarding the law of the sea is the need to achieve agreement on the breadth of the territorial sea, to head off the threat of escalating national claims over the ocean." That same day the State Department revealed that in the course of the past two years the United States had consulted with a large number of nations regarding the desirability of making a new attempt to achieve widespread agreement on the breadth of the territorial sea. As a result of our consultations we believe the time is right for the conclusion of a new international treaty fixing the limitation of the territorial sea at 12 miles, and providing for freedom of transit through and over international straits and carefully defined preferential fishing rights for coastal nations on the high seas. While supporting the 12 mile limit as the most widely accepted, we continue to adhere to the position that the United States is not obliged to recognize territorial seas which exceed three miles pending successful conclusion of such a treaty dealing with straits and fisheries as well as the breadth of the territorial sea. In December 1970 the United Nations General Assembly called for a Law of the Sea Conference, to be convened in 1973, to deal with these matters by international agreement. The United States is prepared to lead the way toward a true internationalism in the oceans. We do this not only because of our ideals, but because it is clear that this is the only way to assure that our own interests and the interests of all other nations are adequately accommodated.

February 15, 1971

U.S. Delegation Pleased By Soviet Lobster Talks

LOBSTER, From A1

"The Soviets acknowledged, generally, that it was their job to look out for our gear . . . they indicated that their government did not want any difficulty over this."

McKernan said the commander of the Soviet fleet, Yuri I. Radtsev, agreed to reinstruct his fleet to be careful of fixed lobster gear.

"He also agreed," McKernan said, "that U.S. fishermen could contact a Soviet inspection vessel in the area which would react immediately if there were trouble, or potential trouble."

Joseph Gaziano, president of Prelude Corp. of Westport, Mass., which has claimed losses of over \$100,000 in the last 10 days due to Soviet-bloc trawlers allegedly running through the company's lobster pots, appeared optimistic after the meeting.

"The commander was apologetic and said he would do everything in his power to make sure it didn't happen again," Gaziano said. "They now also have given us a direct means of communication, which is something we have not had before."

McKernan said the Soviets also "asked for more contacts with us, which I think is a good sign. They suggested that we let them know where our concentration of lobster pots are."

The problem, said American deep-sea lobster fishermen, is Soviet boats dragging their nets through clusters of lobster traps resting on the ocean floor. The traps become ensnared in the nets and lost or destroyed.

The only mishap during the day came when John Skerry, one of the U.S. delegates, failed to negotiate the step from the lifeboat to the Soviet ship boarding ramp and fell into the sea.

"The boat and ladder weren't in juxtaposition, I guess," said Skerry, head of the enforcement and surveillance division of the National Marine Fisheries Service.

Skerry, who said he got wet "only up to my eyes," was taken to the Soviets' sick bay. "They threw me into a bath of hot water, gave me an alcoholic rub-down, and about four ounces of 120-proof. They're wonderful people," he said.

A launch takes U.S. delegation to Russian ship Elyhe to discuss troubles between U.S. and Soviet lobstermen.

United Press International

By Harry A. Eisenberg

Associated Press

ABOARD THE CUTTER

DUANE, May 19 — A five-hour U.S.-Soviet meeting at sea today over alleged harassment of New England lobstermen was described as "very frank, very free and reasonably successful by

the head of the American delegation.

"My impression was that their major concern was to get us off their back," said Donald L. McKernan of the State Department, who was in charge of the 11-member U.S. delegation.

The meeting took place

aboard the gray and rusting

Elyhe, the 537-foot mother ship of the 120-vessel Soviet Atlantic fleet. The ship a floating processing plant, is some 80 miles southeast of Boston near the Nantucket Lightship.

"We stated the position of the United States clearly

and plainly to the Soviets,"

McKernan said. "We told them that there is adequate precedence in the laws of the sea that show they should give consideration to the fixed gear of U.S. lobster fishermen."

See LOBSTER, A8, Col. 1

U.S.-Soviet Lobster Talks Successful?

Mark Post, June 30, 1977, p. 11.

By DON DUNN

Traveler, May 16, 1971

The commander of the Russian fishing fleet operating off the East Coast agreed yesterday to meet with U.S. government and industry officials to discuss alleged harassment of American lobster boats by Soviet trawlers south of Nantucket.

The meeting probably will be by "midweek," said John Sherry, chief of the National Marine Fisheries Service's enforcement and surveillance division, who is coordinating plans for the meeting. The location has not been determined.

Sherry said representatives from the Coast Guard, the State Department, the fisheries service and the lobster industry will attend.

One of those planning to go is Joseph S. Gaziano, president of Prelude Corp. of Westport, owner of the lobster boats Willy Fox and Pat-San-Marie. The Pat-San-Marie radioed the Coast Guard Friday night that 15 Russian trawlers had run

through its lobster pot lines about 85 miles south of Nantucket.

It was the seventh such incident reported to the Coast Guard in 10 days. The other incidents involved the Willy Fox, which reported the loss of \$50,000 in damaged gear. Damage to the Pat-San-Marie gear was set at \$5,000.

Sherry said he received a message yesterday morning from the Russian fishing fleet commander, identified only as Rattcev. The commander, Sherry reported, said he was willing to attend the meeting proposed in a message sent by Sherry Thursday.

(Continued on Page 13, Section 3)

Soviet Skipper to Discuss Lobster Boat Incidents

(Cont. from Page 1, Sect. 1)

Rattcev is the base chief for the Soviet Fishing fleet that numbers about 150 vessels, Sherry said. The bulk of the fleet is off New England in the area known as Georges Bank. A few vessels are working off the New Jersey coast. Sherry said he sent a return

message to the Russian fleet commander yesterday listing a suggested time and place for the meeting, plus an alternative time and place. He said he would not disclose the date and place until he has heard again from Rattcev. Sherry said he expects a reply sometime today.

THE FISHERIES service is

part of the U.S. Department of Commerce. Sherry has joint jurisdiction with the Coast Guard in enforcement matters.

Lobstermen claim the Russians are trying to drive them out of the international fishing grounds because their pots and lines interfere with the Soviet trawlers' nets.

"It's an absurd situation," Gaziano said yesterday from his office in Westport. He said the Russians were "thugs" and said it was a "disgrace to be muscled off our own shores."

His crews are "discouraged and scared," Gaziano said, "but they're not backing away from it — not yet."

YESTERDAY WHILE the Willy Fox was tied up in Providence undergoing refitting, William Chase, the mate of the Pat-San-Marie was aboard the Coast Guard Cutter Vigorous as it knifed through the Atlantic about 85 miles south-southeast of Nantucket. The mate was hoping to locate some of the Russian ships that ripped through the Pat-San-Marie's gear Friday. One vessel — the trawler Skulte RI483 — was identified as being among the 15 trawlers

that hit the Pat-San-Marie gear.

About 11 a.m. yesterday the Vigorous was ordered to stand by the Russian factory ship Riga while a stricken 35-year-old Ukrainian crewman was removed by Coast Guard helicopter. The crewman, suffering from an incarcerated hernia, was flown to Logan Airport and transferred to Brighton Marine Hospital. The Riga, which has a doctor aboard, had sought Coast Guard assistance out of New York. The New York station notified Boston because it was closer to the Riga.

The Vigorous put the Pat-San-Marie mate back aboard his own ship before moving to the side of the Riga, about 15 miles away. It then returned to its station to await the return of the Coast Guard Cutter Vigilant, expected about 8 p.m. yesterday. The

Vigilant, out of New Bedford, had towed a stricken schooner to Provincetown.

There were 10 to 15 Soviet boats in the fishing area of the Pat-San-Marie, but the Coast Guard said it was impossible to say how many of them were involved in the incident because of darkness.

HOWEVER, GAZIANO said Capt. Joseph Cardoza of the Pat-San-Marie radioed him between 4 and 5 p.m. Friday that the Russian ships were steaming through their gear. It was after dark when the Coast Guard arrived, Gaziano said.

Equipment reported lost included 87 lobster pots, two buoy anchors, two buoys and 2,000 fathoms of polypropylene line.

Sherry said the American equipment seems to have been properly marked with radar reflectors and buoys.

added that "I wouldn't want to commit myself to say whether it was deliberate or not until we talk with the Russian commander."

Also expected to attend the meeting is Robert Usen, president of Deep Deep Ocean Products of 8 Fish Pier, Boston, an off-shore lobster fishing company.

PRELUDE CORP., which lands its lobsters in Providence, currently is operating only the two boats. A third boat, the Crystal S, is expected to be put in service in June. Gaziano said plans call for a fourth boat some months later.

The pattern of the recent incidents has been this: A Coast Guard cutter patrolling

the area is called away on an emergency and a few hours later the Russian trawlers — usually twice the size of the American boats — allegedly steam through the gear.

Said Gaziano: "I don't know what to do about it now. There won't be much damage left to do if they continue this."

Earlier this year Marblehead and Gloucester lobstermen complained that Japanese, Polish and Spanish fishermen were destroying their gear by sweeping through the bugged and marked areas where their pots were set. At that time most of them reported "extreme cooperation" from Russian ships.

Lobsterman's Account

(The following ship-to-shore radio message describes the feelings of Capt. Joseph Cardoza, 56, of New Bedford, whose lobster fishing boat, Pat-San-Marie, was harassed by Russian fishing trawlers about 75 miles off Nantucket late Friday. The Pat-San-Marie has a crew of 11.)

By JOSEPH CARDOZA
We started out for the Continental Shelf in what is known as Death Canyon on Thursday.

After we got there, we began lowering our lobster pots and trawl lines. By yesterday (Friday) afternoon, the Rus-

sian fleet appeared. There were about 25 Soviet vessels within a 15-mile radius of us.

THEY STARTED fishing around our gear and they decided to move into our area with no regard whatsoever to our markers. They cut our lines and broke many parts of the trawl lines.

We radioed the Coast Guard for help. The Coast Guard has been with us all night and today and we expect they will stay with us this evening.

There has been no way of conversing with any of the

Russians because we don't speak their language and they don't speak ours.

We have had no fear, but our major concern has been what the Soviets are doing to our (America's) fish supplies. They are using up the supplies and have no regard whether any fish is left.

This is not the first time we have been bothered. Another ship that is owned by the same corporation, the Willy Fox, was harassed earlier.

We intend to stay out here until next Friday morning and see what we can salvage.

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HAMMON

ORGANS

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UP TO 25%

NEW ORGANS	USED ORGANS
FROM \$469	FROM \$275

MAINTENANCE ORGAN SERVICES

RUSSIAN SEAMAN, Gorian Andrie, 35, suffering from a hernia, is taken aboard the trawler SS Riga by U.S. Coast Guard helicopter

Traveler, May 15, 1971.

By PAUL GIGUERE

About 15 Russian fishing trawlers ran through the gear of an American lobster boat in international waters off Nantucket Island last night, the seventh such incident in 19 days, the Coast Guard reported.

The incident occurred as U.S. authorities were reported to be seeking a meeting aboard the mother ship of a 120-vessel Russian fishing fleet, 50 miles off Nantucket, in an attempt to curb Soviet harassment of American fishermen.

The Coast Guard said last night that the Pat-San-Marie radioed at about 8 p.m., saying the Russian trawlers were steaming through its equipment about 85 miles south of the island.

The Coast Guard cutter Vigilant had left the area about four hours before the incident. The cutter Vigorous was sent to replace the Vigilant and was in the general area but apparently did not see the incident, the Coast Guard said.

Lt. (JG) Graham J. Chynoweth, 1st District Coast Guard public relations officer, said the master of the Pat-San-Marie advised the Rescue Coordinating Center in Boston by marine telephone at about 8 p.m. that "10 or 15 Russian trawlers have gone through our gear."

"The details are still sketchy but the cutter Vigorous reached the area at about 8:30 p.m. and will make a full investigation," Lt. Chynoweth said.

The skipper of the lobster boat said the trawl lines were those placed by the Willy Fox earlier. The trawl lines range from a mile to a mile and a half long into the ocean depths and each is marked by a floating buoy.

The Pat-San-Marie is the sister ship of the Willy Fox which arrived in port at Providence earlier in the day after being subjected to harassment by the larger Russian trawlers six times in the previous nine days.

In Washington, meanwhile, the State Department demanded that Russia pay for damage to the

(Continued on Page Four)

into Providence.

MAILLET SAID the aggressive Russian fishing boats were twice the size of his 101-foot boat. He charged the Russians repeatedly drove their trawling nets through hundreds of Willy Fox's lobster pots placed on the ocean floor in the international waters.

The Willy Fox came in with 7,000 pounds of lobster, about 25 per cent of a normal catch. Maillet displayed green netting he said was from the Russian boats. He explained it was part of the netting that had been dragged through the lobster pots, but was recovered by the American boat.

GAZIANO, owner of the Willy Fox, said it will undergo re-fitting and be back on the fishing grounds Wednesday.

Gaziano added Maillet reported the Willy Fox's pots were marked by surface buoys, but the Russians ignored them.

Maillet said that in the incident when he went along side the Russian vessel to protest the destruction of gear, the Soviet captain, in telling him he didn't speak English, "spoke better English than most American boys."

THE LOBSTERMEN have been hinting they might resort to firearms in the dispute.

"There's been a lot of talk about arming vessels," Gaziano said. "There's been conversation in this direction for a long time. My feeling is if private citizens have to arm their boats to protect against foreign fleets 50 miles off Nantucket, it's a sorry state."

"It's a matter of national character," he held. "Can we police the entire world and not take care of boats off Cape Cod? It doesn't seem reasonable to me. In fact, it's incredible."

American lobstermen want the government to reimburse them for heavy losses "because we have not been adequately protected by the U.S. Navy," he said.

He added that Rep. Hastings Keith has requested the Navy to send back-up ships to help the Coast Guard patrol the fishing areas.

Maillet, right, holds Russian gear used to drag his island.

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Maillet, right, holds Russian gear used to drag his island.

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(Continued from First Page)

Willy Fox's gear in a similar incident in April.

Department spokesman Charles W. Bray said the U.S. "lodged a vigorous protest" with the Russian embassy, demanding \$5,349 in damages.

In addition, Joseph S. Gaziano, president of the Prelude Corp. of Westport, whose ships have been the target of the harassment, said the State Department had advised him that a meeting at the fishing grounds with the Russians was being sought.

Arrangements for the meeting were started by representatives of the Marine Fisher-

ies Services, who have been on the fishing grounds for the past week on a surveillance and research mission.

The aim is to discuss the harassment with the captain of the Soviet fleet, the State Department said. On Thursday, the Department sent notes to 11 embassies, including that of Russia, asking that fishermen of those countries use caution on the banks.

SINCE THEN, the situation has become increasingly tense, with some American fishermen threatening to arm their boats on future trips.

Early today, the Coast Guard said a preliminary investigation indicated that the latest incident with the Rus-

sian trawlers occurred in broad daylight during the afternoon and involved about 20 lobster pots, one float, a thousand fathom line, five buoys and two buoy anchors.

Deep sea lobstermen customarily attach a series of lines to traps from a single marking float.

"The reported offenders have been identified tentatively as having hull markings 4570 and 4483," said the Coast Guard spokesman. "How many vessels altogether may have gone through the trawl is not known at this time."

He said the Vigorous was continuing with an investigation, which will include the taking of photographs and further interviews with the crew of the lobsterman this morning.

The New Bedford lobster-boat that has been the target of six brushes in nine days with the Soviet trawler fleet returned to port yesterday.

"We bid you good fishing" was the reply of a Russian fishing fleet captain after the skipper of the much harassed Willy Fox complained to him that his vessels had run through \$50,000 worth of gear and pots. Capt. Joseph C.E. Maillet related the incident when he brought the Willy Fox into Providence.

MAILLET SAID the aggressive Russian fishing boats were twice the size of his 101-foot boat. He charged the Russians repeatedly drove their trawling nets through hundreds of Willy Fox's lobster pots placed on the ocean floor in the international waters.

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Traveler, May 15, 1971.

By PAUL GIGUERE

About 15 Russian fishing trawlers ran through the gear of an American lobster boat in international waters off Nantucket Island last night, the seventh such incident in 10 days, the Coast Guard reported.

The incident occurred as U.S. authorities were reported to be seeking a meeting aboard the mother ship of a 120-vessel Russian fishing fleet, 50 miles off Nantucket, in an attempt to curb Soviet harassment of American fishermen.

The Coast Guard said last night that the Pat-San-Marie radioed at about 8 p.m., saying the Russian trawlers were steaming through its equipment about 85 miles south of the island.

The Coast Guard cutter Vigilant had left the area about four hours before the incident. The cutter Vigorous was sent to replace the Vigilant and was in the general area but apparently did not see the incident, the Coast Guard said.

Lt. (JG) Graham J. Chynoweth, 1st District Coast Guard public relations officer, said the master of the Pat-San-Marie advised the Rescue Coordinating Center in Boston by marine telephone at about 8 p.m. that "10 or 15 Russian trawlers have gone through our gear."

"The details are still sketchy but the cutter Vigorous reached the area at about 8:30 p.m. and will make a full investigation," Lt. Chynoweth said.

The skipper of the lobster boat said the trawl lines were those placed by the Willy Fox earlier. The trawl lines range from a mile to a mile and a half long into the ocean depths and each is marked by a floating buoy.

The Pat-San-Marie is the sister ship of the Willy Fox which arrived in port at Providence earlier in the day after being subjected to harassment by the larger Russian trawlers six times in the previous nine days.

In Washington, meanwhile, the State Department demanded that Russia pay for damage to the

(Continued on Page Four)

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Boats Foul U.S. Nets

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Wily Fox's gear in a similar incident in April.

Department spokesman Charles W. Bray said the U.S. "lodged a vigorous protest" with the Russian embassy, demanding \$5,349 in damages.

In addition, Joseph S. Gaziano, president of the Prelude Corp. of Westport, whose ships have been the target of the harassment, said the State Department had advised him that a meeting at the fishing grounds with the Russians was being sought.

Arrangements for the meeting were started by representatives of the Marine Fisher-

ies Service, who have been on the fishing grounds for the past week on a surveillance and research mission.

The aim is to discuss the harassment with the captain of the Soviet fleet, the State Department said. On Thursday, the Department sent notes in 11 embassies, including that of Russia, asking that fishermen of those countries use caution on the banks.

SINCE THEN, the situation has become increasingly tense, with some American fishermen threatening to arm their boats on future trips.

Early today, the Coast Guard said a preliminary investigation indicated that the latest incident with the Rus-

sian trawlers occurred in broad daylight during the afternoon and involved about 30 lobster pots, one float, a thousand fathom line, five buoys and two heavy anchors.

Deep sea lobstermen customarily attach a series of lines to traps from a single marking float.

"The reported offenders have been identified tentatively as having hull markings 4570 and 4483," said the Coast Guard spokesman. "How many vessels altogether may have gone through the trawl is not known at this time."

He said the Vigorous was continuing with an investigation, which will include the taking of photographs and further interviews with the crew of the lobsterman this morning.

The New Bedford lobster-boat that has been the target of six brushes in nine days with the Soviet trawler fleet returned to port yesterday.

"We bid you good fishing" was the reply of a Russian fishing fleet captain after the skipper of the much harassed Wily Fox complained to him that his vessels had run through \$50,000 worth of gear and pots. Capt. Joseph C.E. Maillet related the incident when he brought the Wily Fox into Providence.

MAILLET SAID the aggressive Russian fishing boats were twice the size of his 101-foot boat. He charged the Russians repeatedly drove their trawling nets through hundreds of Wily Fox's lobster pots placed on the ocean floor in the international waters.

The Wily Fox came in with 7,000 pounds of lobster, about 25 per cent of a normal catch.

Maillet displayed green netting he said was from the Russian boats. He explained it was part of the netting that had been dragged through the lobster pots, but was recovered by the American boat.

GAZIANO, owner of the Wily Fox, said it will undergo re-fitting and be back on the fishing grounds Wednesday.

Gaziano added Maillet reported the Wily Fox's pots were marked by surface buoys, but the Russians ignored them.

Maillet said that in the incident when he went along side the Russian vessel to protest the destruction of gear, the Soviet captain, in telling him he didn't speak English, "spoke better Eng-



Maillet, right, holds Russian net used to drag his island.

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THE LOBSTERMEN have been hinting they might resort to firearms in the dispute.

"There's been a lot of talk about arming vessels," Gaziano said. "There's been conversation in this direction for a long time. My feeling is if private citizens have to arm their boats to protect against foreign fleets 50 miles off Nantucket, it's a sorry state.

"It's a matter of national character," he held. "Can we police the entire world and not take care of boats off Cape Cod? It doesn't seem reasonable to me. In fact, it's incredible."

American lobstermen want the government to reimburse them for heavy losses "because we have not been adequately protected by the U.S. Navy," he said.

He added that Rep. Hastings Keith has requested the Navy to send back-up ships to help the Coast Guard patrol the fishing areas.



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specter— etus for revival

By Peter C. Stuart
Staff correspondent of
Christian Science Monitor

Washington

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AP Photo

In search of home and shelter

Showdown at sea?

By David Mutch

Staff writer of The Christian Science Monitor
Boston

Soviet-American squabbling over fishing
grounds off New England, which broke out
anew May 13, can be compared to battles
between cattlemen and homesteaders in
Wild West days.

One group (the Americans) wants to put
down lobster lines. That effectively fences
off an area to trawling. The other group
(the Soviets) favors an "open range."

In the Wild West, this confrontation re-
sulted in range wars. Today, it could lead
to an international conference—or more dis-
putes at sea.

On May 13, for the third consecutive day,
owners of the American lobster boat Wiley
Fox charged that Soviet vessels had churned
through their deep-sea equipment.

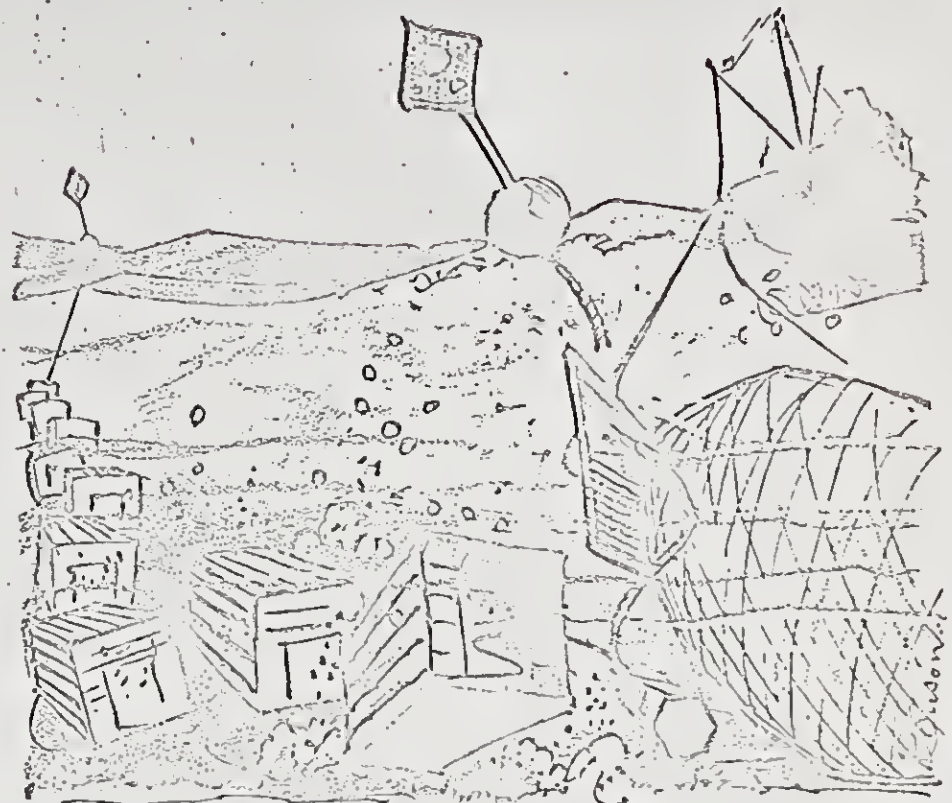
Operating about 80 miles off Nantucket
Island, the Wiley Fox has been harassed at
least four times in less than a week—Sat-
urday, May 8, and this week on Tuesday,
Wednesday, and Thursday.

John Jensen, vice-president of Prelude
Corporation of Westport, Mass., which owns
Wiley Fox, says two guy lines were lost
Thursday. Each line anchored 100 lobster
pots. He estimates Thursday's incident cost
the firm from \$3,000 to \$4,000 in equipment
and labor.

★ Please turn to Page 12

May 14, 1971

Soviet trawlers cut lobster lines



By Henry Benson, staff artist

How seamen say Soviets snap lobster lines

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CSM, May 14, 1971, p. 1.

★ Soviet trawlers cut lobster lines

Continued from Page 1

Similar losses to other deep-sea lobster
fishermen over a period of 18 months
amount to about \$250,000, industry spokes-
men say.

The situation appears to be building into
another major international fishing incident.
The fishing vessels of other countries—in-
cluding Poland and East Germany—are also
involved, according to the U.S. Coast Guard.

Massachusetts Sens. Edward M. Kennedy
(D) and Edward W. Brooke (R) have both
released statements in which they call upon
the Coast Guard and the State Department
to step up efforts to aid the lobstermen. Sen-
ator Brooke also has proposed that an emer-
gency meeting of all nations fishing in the
North Atlantic be held to work out protective
measures.

Near-shore supplies dwindle

The lobstermen have made such pleas for
months. Within the past two years these fish-
ermen have found rich supplies of lobsters
in deep water—around the 600-foot level—
and between 75 to 100 miles out. Supplies
nearer shore are dwindling.

"There are rules and regulations for near-
shore fixed gear," said Austin P. Skinner,
secretary-treasurer of the New Bedford
Fishermen's Union (AFL-CIO), "but there
is nothing covering areas outside the 12-mile
United States boundary."

Mr. Skinner said there even have been in-
cidents between U.S. fishermen who trawl
and those fishermen who use fixed gear.

"There definitely needs to be an inter-
national agreement covering deepwater
fixed gear," he said.

Between 700 and 800 foreign vessels fish
the Atlantic range, a practice that began
with the Soviets 10 years ago. They com-
monly drag nets and scoop up any and all
fish in the area. The serious depletion of fish,

especially haddock, which are almost totally
wiped out, is well known. The U.S. industry,
seriously hurt now, fields far fewer ships
than the total of foreign vessels.

Evidently it is simply strong competition
that is behind the latest harassment of the
U.S. deep-sea lobster boats. Because the
nets of the huge foreign trawlers get hung
up on the underwater lobster equipment, the
trawlers want the underwater lines out of
the way.

Mr. Jensen of Prelude Corporation said
his company has documented evidence on
film that the Soviets have lined up 10 to 12
trawlers and swept through an area 80
miles south of Nantucket Island in which
the Wiley Fox had laid out 20 lines, each
12,000 feet long, anchoring 2,000 lobster
traps.

The filmstrips, he says, were taken
Wednesday by a CBS news crew flying over
the area in a Coast Guard surveillance
plane. The films were shown Wednesday by
CBS.

In addition, Mr. Jensen said, two govern-
ment scientists, on board the Wiley Fox
at the time, took still shots of a Soviet fish-
ing boat that had hauled American lobster
fishing gear on board, including buoys, line,
and lobster traps.

"Why can't our government protect U.S.
boats only 80 miles out?" Mr. Jensen
asked.

The State Department, which lodges com-
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Union and other nations, hedges its reply.

"The only applicable international laws
are freedom of navigation and of fishing
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Also contributing to this story were staff
writers Lansing B. Shepard and Robin
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Coast Guard Shields Boat

From Soviet's Boston Herald Traveler way

Drama on the fishing grounds off the New England coast was building last night when the U.S. Coast Guard sent a cutter steaming to the side of a New Bedford lobster boat that raided Russian trawlers persisted in destroying its pots and gear.

The Coast Guard said the cutter Vigilant would remain alongside the lobsterman Willy Fox out of New Bedford "as long as it was needed."

Three times in two days Russian trawlers plowed through Willy Fox lines, the most recent yesterday morning, according to a complaint by its owners.

Harassment of American lobstermen by Russian and other foreign fishing fleets 85 miles south of Nantucket Island reached a point yesterday that led the State Department to ask 11 embassies to instruct fishermen to exercise caution when fishing in areas where lobster pots and similar gear may be deployed.

(Cont. on Page Twenty-Two)

Cutter Speeds to Guard N.E. Boat from Soviets

(Continued from First Page)

In addition to directing individual attention to the Willy Fox, the Coast Guard was asked to maintain patrols in the area.

Robert J. McCleskey, press officer of the State Department, said a note to exercise caution was sent by Undersecretary of State John Irwin to the embassies of Bulgaria, Canada, Denmark, Germany, Italy, Japan, Norway, Poland, Romania, Spain and the USSR.

Gov. Sargent last night disclosed a state and federal fisheries scientific party conducting lobster research is on the Willy Fox and witnessed the harassment. This apparently was a factor in bringing the decisive protective action by the Coast Guard.

In addition to demanding emergency procedures to protect the fishing industry, Sargent called for proper reparations.

Sen. Edward M. Kennedy last night warned a "dangerous situation" was mounting on the

fishing banks. "Fishing boat owners are talking of resorting to arming their vessels if the continued damage and interference by Russian boats continues," he disclosed.

THE VIGILANT went to the side of the deep-sea boat Willy Fox after the first incident of harassment, but was called away to aid another fishing vessel in distress. After the Willy Fox reported still more harassment yesterday morning, and added a Soviet fishing trawler kept "causing trouble," the Vigilant was ordered back to the Willy Fox to remain alongside until further notice.

The Vigilant turned its bow to the distressed fisherman over to the cutter Vigorons and headed for the Willy Fox at full speed. The New Bedford vessel reported it had been set upon by 15 to 20 Soviet ships.

U.S. Fishermen have charged the foreign trawlers want the grounds cleared of lobster pots because they believe the gear fouls fish drag nets being moved along the bottom of the sea.

Help was sent directly to

RUSSIAN TRAWLER off Nantucket Wednesday, when New Bedford lobster boat said Soviet vessel plowed through its gear the second time in two days. Coast Guard took photo 20 miles south of Nantucket. (UPI)

captain said Russian boats "appeared to be moving through the area."

FURTHER, THE master of the Willy Fox reported seeing some of his gear aboard the PN4570. A Coast Guard helicopter could not see the gear, but did report sighting nine Soviet ships within 10 miles of the Willy Fox, among them the PN4570.

During its first inspection of

Kennedy lodged a formal protest with the State Department, and asked for an immediate inquiry. "This is an obvious violation of international rules of the sea and I strongly protest this action," Kennedy said. "I cannot believe that less than 50 miles off the coast of Nantucket this country cannot assure the protection of our fishing boats."

which the world holds the United States as a commercial fishing nation."

"The United States has consistently bartered away the rights and livelihood of the New England fisherman," he charged.

"If the commercial fishing industry in New England is to survive, we must have a clearly defined, strongly supported and enforceable national police... encompassing all aspects of our commercial fisheries and the management of a valuable national resource."

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A. Thomas Easley, executive vice-president of the New England Council, said the Willy Fox incident "once again highlights the low esteem in

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During its first inspection of the situation Wednesday, the Vigilant carried a warning to the captain of the Soviet fishing fleet off the Massachusetts coast that "immediate steps must be taken to stop the damage" to American fishing equipment in the area.

Yesterday morning, a Coast Guard helicopter again flew to the Willy Fox when it reported further harassment. This time the New Bedford boat said a trawler, the PE4205, sailed through newly-set lobster traps despite efforts of the crew of the Willy Fox to wave it off.

The Willy Fox had reported a similar incident April 1, and Washington officials yesterday confirmed reports of other encounters between American fishermen and vessels of various nations.

IN WASHINGTON yesterday it was announced the situation would be discussed at a meeting next week in Halifax, N.S., involving countries which fish off the Atlantic seaboard.

U.S. Sen. Edward W. Brooke on Wednesday asked President Nixon to call "an emergency meeting" of representatives of all nations fishing the North Atlantic.

The latest Coast Guard action, in turn, followed a demand on this agency by U.S. Sen. Edward M. Kennedy to provide an explanation "why adequate protection was not provided these boats which reportedly have been threatened by Russian vessels in the past."

SAVE 20% AND MORE!

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Coast Guard
Shields Boat

From Soviet's
Boston Herald Traveller way

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(Cont. on Page Twenty-Two)

Floating vacuum cleaners

Areas once plentiful in fish like Georges Bank off the New England coast are being rapidly depleted.

Over the last few years American and foreign vessels in "blood and guts" competition have been madly scooping up fish like floating vacuum cleaners.

As a result, many species have had little or no time to replenish themselves. Now there is the danger of no fish (at least certain types) for anybody.

Haddock, the cornerstone of the New England fishing industry, is the most endangered. But others, like herring, scup, and red and silver hake, are also in trouble. Biologists, in fact, say herring, the main catch for the Russian fleets, is in Georges Bank at 10 percent of what it was in 1960.

In Boston, the leading haddock port in the nation, yearly intake during the last four years has dropped by more than 65 percent. Industry officials now are pounding legislative doors for funds to keep them afloat.

To preserve what fish remain, and ensure new growth cycles, the United States, the Soviet Union, and others, have agreed to regulate the haul in the most troubled areas.

Under a multinational treaty in the Northwest Atlantic, it is the job of plane patrols like the Albatross to enforce guidelines closing depleted banks for two months a year.

Paper tiger?

Yet in some respects, the Grumman Albatross patrol may be just another paper tiger. It draws its power from the International Commission for Northwest Atlantic Fisheries, but nowhere is it given authority to order vessels from closed areas. Violations are recorded and reports are disseminated to officials of the nations involved, in hopes they can dampen the fervor of their own fishermen.

State Department officials say there is a general willingness on the part of all involved nations to cooperate.

But, on the morning of our flight, Coast Guardsmen spoke frequently of violations of closed banks off both the Northeast and Middle Atlantic coasts.

Middle-Atlantic banks are closed under two bilateral agreements the United States has with the Soviet Union and Poland.

Although U.S. officials are reluctant to name the violators, fearing diplomatic repercussions, sources say trawlers from the United States and the Soviet Union are the main culprits.

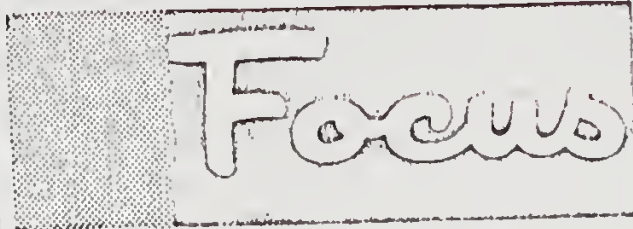
CHRISTIAN SCIENCE MONITOR

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MAIN FILE COPY



The Russians are here

By James B. Alexander

Off the Northeast U.S. coast

Silver blades whirling, wings tilted, the Grumman Albatross swoops over the Soviet fishing trawlers like a giant bird of prey.

"I count 18," the radar man says quietly through his head mike.

And indeed, 18 there are. Whale-size mid-ocean stern trawlers, rusted red on the bow, but otherwise silver bright. On the belching smokestacks, in bold red and yellow, an unmistakable emblem: the hammer and sickle.

Seated in the Albatross's noisy cockpit, U.S. Fisheries surveillance agent Ralph C. Levie peers at the Russian fleet through high-power binoculars.

"They're perfectly within their rights," he shouts over the roar of twin propellers.

Placing his binoculars gently on the floor, he picks up a large green reconnaissance map. "They're outside the closed areas," he says, directing this reporter's attention to three broad rectangular boxes labeled A-B-C on the map.

International effort

Two times a week U.S. Coast Guard planes like the Grumman Albatross maintain staunch vigils over the cold waters of the Northeast and Middle Atlantic coasts of the U.S.

Flying out of Otis Air Force Base on Cape Cod, Mass., the Albatross (nicknamed the "goat" by its crew) patrols off the Northeast coast as part of an international effort to save dozens of fish species endangered or becoming extinct—from anything but natural causes.

Authorities say many of the prime netting pockets along the Eastern seaboard are being overfished.

Not all, but a great deal of the blame can be laid at the doorsteps of fishing fleets from 15 nations, including among others, the United States, the Soviet Union, Poland, West Germany, East Germany, Japan, and Greece.

Since 1961, when the Soviet Union made its first probes in the Grand Banks, foreign ships have come into the area in increasing numbers, staying longer and moving relentlessly west and south to the 12-mile fishing limit off the Eastern seaboard.

U.S. officials estimate that between 700 and 800 foreign vessels fish off the coast each year. This has caused great concern among American fishermen, many of whom find the competition too tough to handle. Moreover, it now has caused an international controversy.

Floating vacuum cleaners

Areas once plentiful in fish like Georges Bank off the New England coast are being rapidly depleted.

Over the last few years American and foreign vessels in "blood and guts" competition have been madly scooping up fish like floating vacuum cleaners.

As a result, many species have had little or no time to replenish themselves. Now there is the danger of no fish (at least certain types) for anybody.

Haddock, the cornerstone of the New England fishing industry, is the most endangered. But others, like herring, scup, and red and silver hake, are also in trouble. Biologists, in fact, say herring, the main catch for the Russian fleets, is in Georges Bank at 10 percent of what it was in 1960.

In Boston, the leading haddock port in the nation, yearly intake during the last four years has dropped by more than 65 percent. Industry officials now are pounding legislative doors for funds to keep them afloat.

To preserve what fish remain, and ensure new growth cycles, the United States, the Soviet Union, and others, have agreed to regulate the haul in the most troubled areas.

Under a multinational treaty in the Northwest Atlantic, it is the job of plane patrols like the Albatross to enforce guidelines closing depleted banks for two months a year.

Paper tiger?

Yet in some respects, the Grumman Albatross patrol may be just another paper tiger. It draws its power from the International Commission for Northwest Atlantic Fisheries, but nowhere is it given authority to order vessels from closed areas. Violations are recorded and reports are disseminated to officials of the nations involved, in hopes they can dampen the fervor of their own fishermen.

State Department officials say there is a general willingness on the part of all involved nations to cooperate.

But, on the morning of our flight, Coast Guardsmen spoke frequently of violations of closed banks off both the Northeast and Middle Atlantic coasts.

Middle-Atlantic banks are closed under two bilateral agreements the United States has with the Soviet Union and Poland.

Although U.S. officials are reluctant to name the violators, fearing diplomatic repercussions, sources say trawlers from the United States and the Soviet Union are the main culprits.

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Focus

The Russians are here

By James E. Alexander

Off the Northeast U.S. coast

Silver blades whirling, wings tilted, the Grumman Albatross swoops over the Soviet fishing trawlers like a giant bird of prey.

"I count 18," the radar man says quickly through his head mike.

And indeed, 18 there are. Whale-size mid-ocean stern trawlers, rusted red on the bow, but otherwise silver bright. On the belching smokestacks, in bold red and yellow, an unmistakable emblem: the hammer and sickle.

Seated in the Albatross's noisy cockpit, U.S. Fisheries surveillance agent Ralph C. Levie peers at the Russian fleet through high-power binoculars.

"They're perfectly within their rights," he shouts over the roar of twin propellers.

Placing his binoculars gently on the floor, he picks up a large green reconnaissance map. "They're outside the closed areas," he says, directing this reporter's attention to three broad rectangular boxes labeled A-B-C on the map.

International effort

Two times a week U.S. Coast Guard planes like the Grumman Albatross maintain staunch vigils over the cold waters of the Northeast and Middle Atlantic coasts of the U.S.

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